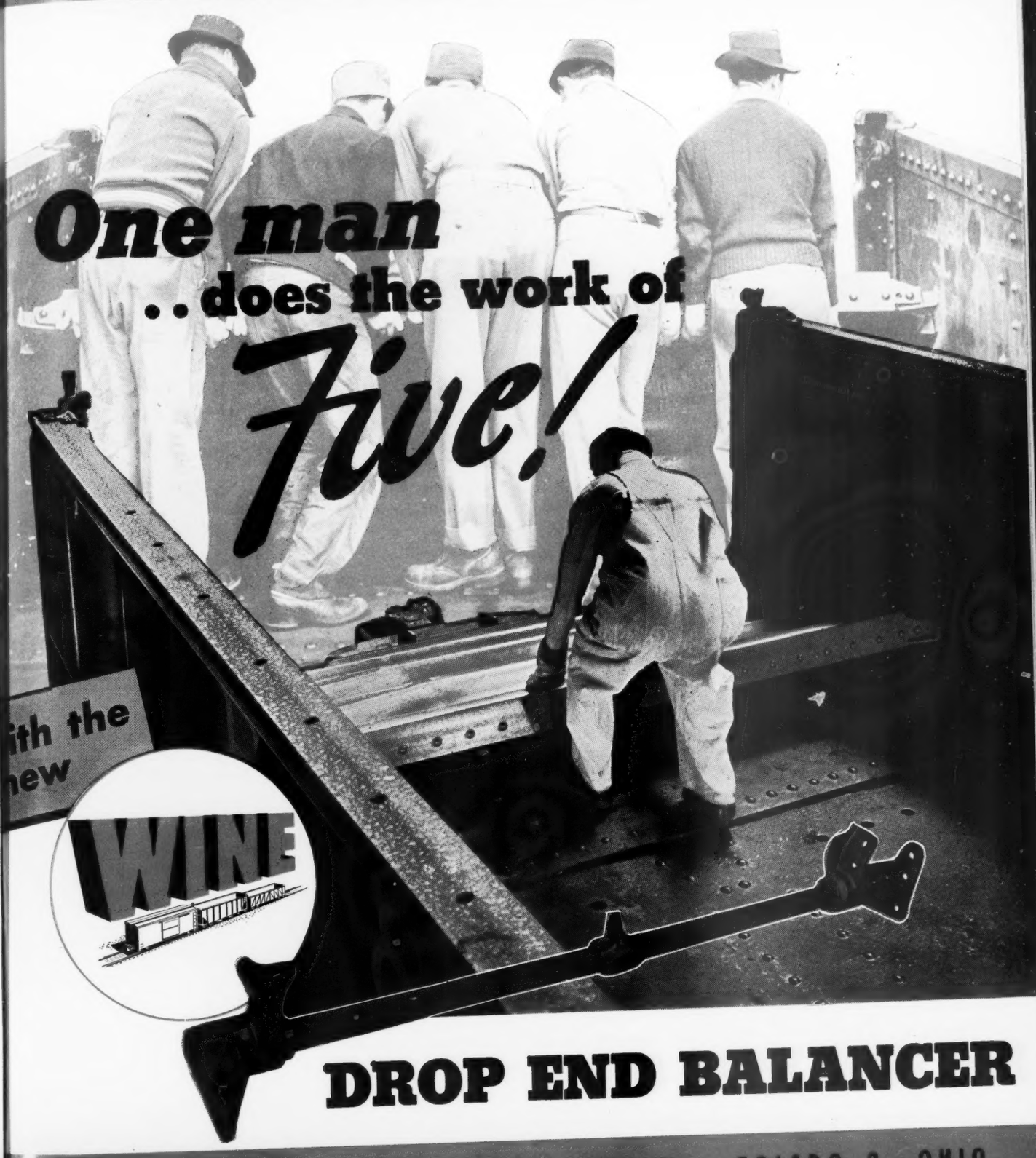
JUN 14 1950

RAILWAY AGE

A.A.R. Purchases & Stores Division Pre-Convention Number

JUNE 10, 1950



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TRUCK

Vol. 128 No. 23 June 10, 1950

RAILWAY AGE

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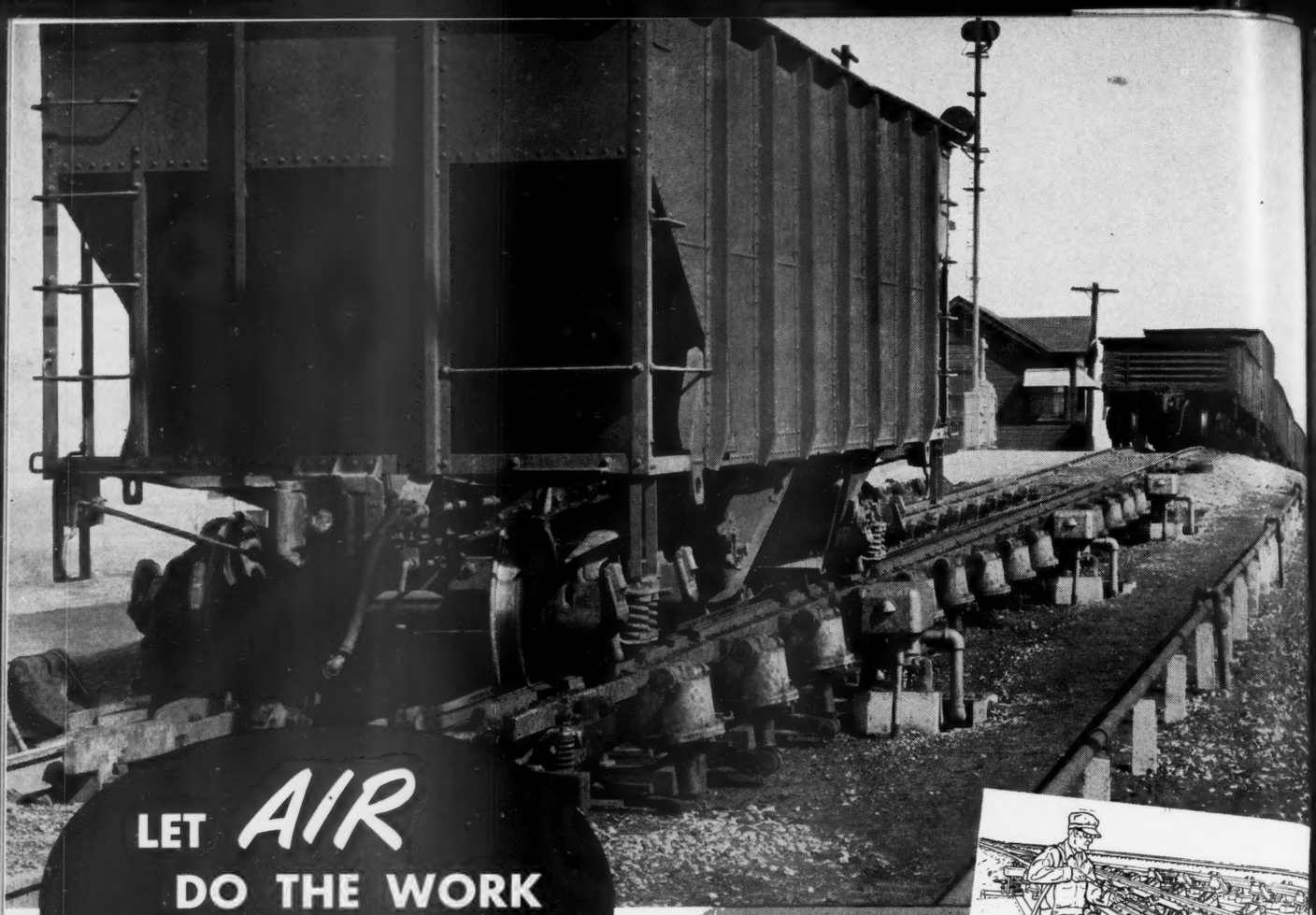

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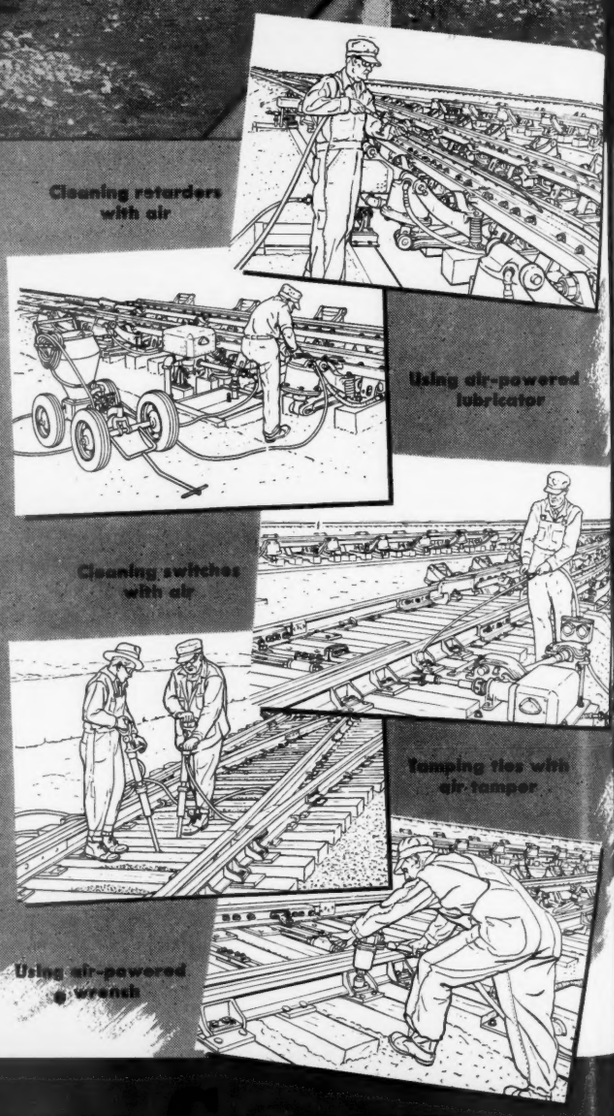

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WEEK AT A GLANCE

IMPROVEMENT AT AKRON: Akron, Ohio, has a new union passenger station, built at a reported cost of more than $2,000,000 for joint use by the Baltimore & Ohio and the Pennsylvania. Dedication of the new facility was reported, and a picture of it published, in previous issues of *Railway Age;* in this issue, beginning on page 58, is a complete, illustrated description written by one of our engineering editors on the basis of a personal inspection, and carefully reviewed by the interested railroads. We can't resist the temptation to point out, incidentally, that it was the railroads themselves which put up the money for the new station, mostly through sale of bonds by their joint subsidiary, the Akron Union Passenger Depot Company. There was no appropriation log-rolled through Congress; no federal, state or local subsidy; no thinly disguised political picking of taxpayers' pockets. It's quite a contrast to the usual methods of financing, for example, airports—or, sometimes, barge terminals—or even, in some cases, at least, bus stations. It is, in short another illustration of the disadvantages under which railroads are compelled to operate and of the fundamental justice of their pleas for equality of treatment.

ROLLER BEARINGS ON DIESELS: The rapid installation of Diesel-electric motive power on American railroads probably represents the greatest change in prime power ever made so effectively in so short a time by any industry. On page 68 F. S. Ball, railway engineer of SKF Industries, points out that such rapid and effective Dieselization has been made possible largely because the development of roller bearings permits installation within limited spaces of traction motors having high shaft speeds and bearing loads.

BANS DINING-CAR SEGREGATION: As reported in our news columns, the Supreme Court has ruled that refusal to serve Negro passengers at unoccupied places in railroad dining cars is unlawful discrimination in violation of the Interstate Commerce Act. The court's opinion, written by Justice Burton, was unanimous.

HIGH-POWERED SWITCHING: The first of 11 2,500-hp. Diesel-electric transfer locomotives ordered from the Lima-Hamilton Corporation by the Pennsylvania was delivered recently. Simultaneously, announcement was made by Lima-Hamilton of the expansion of its line of switchers to include a 2,400-hp. unit, similar in many respects to that of 2,500 hp., which is described in detail in an illustrated article beginning on page 55.

IN THE NEWS SPOTLIGHT: Truck and bus operators, and steel workers, testify before Myers subcommittee on domestic land and water transportation.—Railway labor executives attack Donnell "anti-strike" bill.—More Diesel locomotive orders; also freight-car orders and inquiries.—Four-month net income is $88 million, down $10 million from 1949.—R.E.A. offers additional extra-fast rail service from New York, with second-morning delivery as far away as Denver, Colo.—Special master expected to report soon in Georgia case.—Emergency board appointed in trainmen's demand for extra men on Boston & Albany rail Diesel cars.—House committee on lobbying asks 13 railroads for data on expenditures.—Teamsters' union supports truck propaganda—and asks railway employees to do likewise!

REPORT FROM ISRAEL: A. E. Perlman, general manager of the D.&R.G.W., recently completed an official advisory inspection of railway operation in Israel. Some of his observations, and some of the many interesting pictures he brought back with him, appear in the article on page 65.

GRACEFUL TRIBUTE: The Monon, in its 1949 annual report, paid graceful tribute to F. J. Bennett, telegrapher at McDoel yard, Bloomington, Ind., "whose artistry with the camera," the railroad said, "is attested" by the large-scale photograph used on the cover of the report. Perhaps there's a hint there for those roads that would like to make their reports even more attractive by utilizing the talents of some of their camera-using employees.

PURCHASES AND STORES: The men who buy, store and issue the almost inconceivable quantity and variety of materials and supplies used by the country's railroads get together at St. Louis next week, in the 24th annual meeting of the A.A.R.'s Purchases & Stores Division. Their program, consisting chiefly of addresses and committee reports on matters of common concern, is published in full on pages 44 and 45. Elsewhere in this issue are other articles of particular interest to P. & S. officers—on page 46, an account of the Southern purchasing department's new streamlined accounting set-up, which has made its bookwork faster and more efficient; on page 48, a description by G. H. Runston, Pullman stationer, of his company's money-saving use of special duplicating processes to produce maintenance manuals; on page 50, a brief account of the Norfolk & Western's stores accounting; from page 51 through page 54, new and improved products of various manufacturers; and on pages 63 and 64 a summary of railroad purchases and inventories for March and 1950's first quarter.

MORE PIONEERING FOR THE RAILROADS: Within the continental United States, at least, the railroads' physical pioneering work is pretty well completed. But the industry still has a big potential pioneering job in the economic and political fields—a job which is just as big in its own way as was the task of creating new frontiers and opening up new territory. The railroads stand today on the political frontier which all large-scale industry is bound, sooner or later, to reach, where government encroachment threatens the continued functioning of business under private management and private financing. The railroad industry's success or failure in meeting the present challenge will probably establish, says our leading editorial, the pattern and precedents which will determine the future, not only of railroads, but of all large-scale business enterprises.

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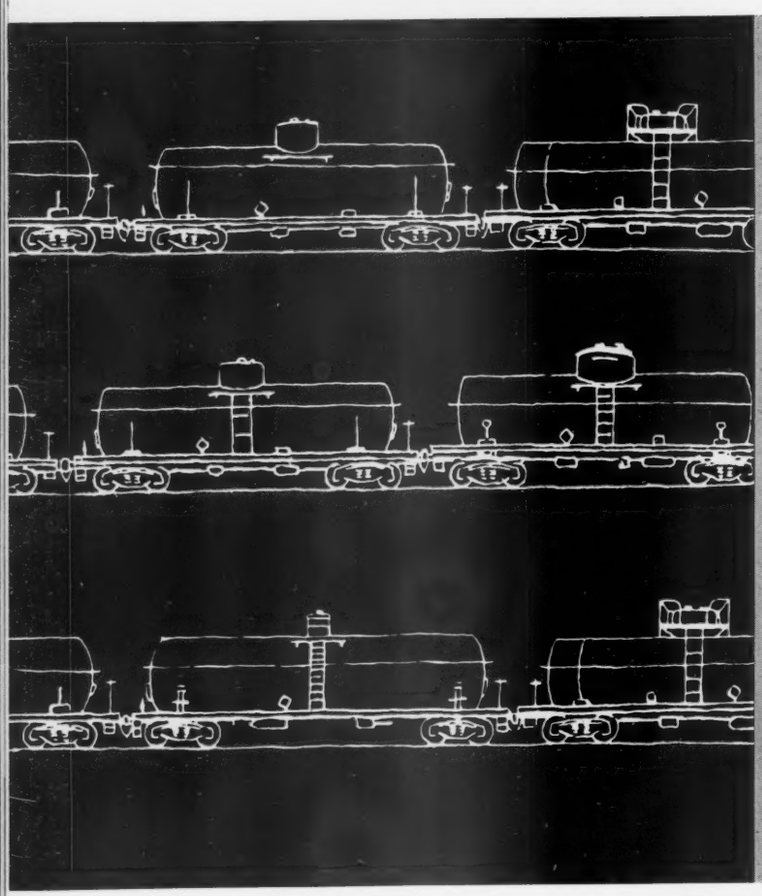

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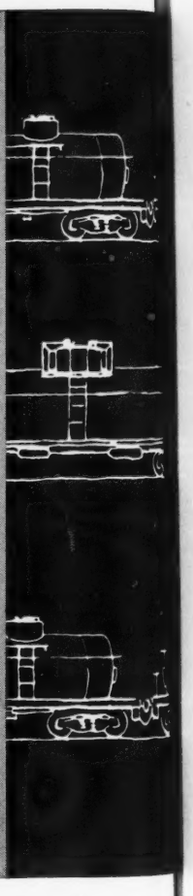

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THE RAILROADS STILL HAVE A JOB OF PIONEERING TO DO

There is a disposition in some places to criticize the railroads for having made *any* concessions to settle the recent firemen's strike. From the standpoint of economics alone, such criticism might be justified, because any kind of "make-work," "mock-work," or "featherbedding" is economically reprehensible. Actually, however, a modern large-scale enterprise—and particularly such a highly regulated business as railroading—is prevented by an elaborate network of political restraints from doing any better than *aiming* at economic goals. It will rarely if ever score a bull's-eye, and it will be lucky if many of its shots do not miss the target completely. But the economic objective must always be retained, because otherwise the enterprise is headed for bankruptcy, and perhaps even for oblivion. The test of the merit of any concrete agreement with a labor union is not whether the agreement conforms to sound economic principles but whether any alternative solution was feasible which would have come closer to these principles.

Temporizing vs. Planning

A story is told of an industrial executive who agreed to speak to a class of college students on his company's union relations. This executive related how he had fought the unionization of his plant but had lost, and had now concluded that the unions had "come to stay"; so he was dealing with them on a basis of toleration and mutual respect. Thereupon a hard-boiled student in the audience challenged the speaker, to the effect that his company actually was pursuing no *policy* in its dealing with organized labor; that it was merely temporizing, while leaving all initiative to the union leaders, saying "no" to all their demands, but ultimately yielding after prolonged negotiations. The student heckler insisted that a genuine company policy on labor relations would take into account what kind of union contract the management might want five years hence, and would include definite steps to be taken now to produce the desired kind of contract in due course of time.

This anecdote appears in the March issue of the Harvard Business Review in an article entitled "Management Must Manage" by Peter F. Drucker, who is a consultant on management problems for a number of large industries, including General Motors, upon which latter company he has written an informative and widely read book. This author is more than an economist, in that he understands from dealing with practical managerial problems that hardly any such problems involve economics alone—but are a complex mixture of technology, politics, economics, tradition and personalities; and that

workable solutions must give due weight to all these factors. His challenging opinions on major policy questions facing industrial management today are summarized in the article referred to, and are set forth in more detail in a new book entitled "The New Society." This title sounds forbiddingly abstract, but the text is actually down-to-earth—shedding a lot of light on major policy decisions which confront all industrial managements, including the railroads.

Problems of Railroad Policy

The railroads, for their part, have set forth in masterly detail (in the testimony presented by the Association of American Railroads' witnesses in the S.50 investigation by the Senate interstate commerce committee) what they believe the *government's policy* toward the transportation industry should be. What the industry's own policy may be is, of course, not something to be publicized in similar detail—but there is certainly need of such a policy, perhaps not adopted formally, but concerning which at least tacit understanding exists among most of the major companies. What should such a policy include? At the very minimum should there not exist a considerable degree of understanding on such items as the following?—

1. What in detail should be the future role of government in its dealings with transportation? The railroads have already expressed themselves unequivocally on this question—but a policy, to be effective, needs more than mere expression; it needs to be put in motion. What systematic steps do railroad people agree can and should be taken to publicize and otherwise "sell" to the influential electorate the legislative and regulatory program the industry favors?

2. How about railroad policy on labor relations —the question raised by Mr. Drucker? No representatives of railroad management anywhere have worked with more unremitting devotion than those to whose lot it has fallen to conduct negotiations with the organized brethren—but what is the industry doing now to alleviate the demands the brothers may come up with five years hence?

3. What does the industry believe should be done about the competitive pricing of transportation service? The industry has clearly expressed its opinion to the effect that the true costs of highway, waterway and air transportation should be levied upon the users of those services. However, if it is desirable that comparative rates be made to reveal the true costliness of government-aided transportation service, does it not follow, with equal logic, that railroad rates should reflect the true comparative economy of railroad service? Andrew H. Phelps, vice-president of the Westinghouse Electric Corporation, had some comment on the matter of the pricing of railway service in his noteworthy speech in defense of the railroads (*Railway Age*, March 25, 1950, page 42) which was much to the point. It is hard, no doubt, to look upon any rates as too high when railroading is as unprofitable as it is today—but are not many of the higher rates actually "paper rates" which move little or no traffic, and hence contribute nothing to railroad revenues? What is the railroad policy on the pricing question stated so cogently by Mr. Phelps?

4. Where will tomorrow's managers come from? This is another policy question which is raised by Mr. Drucker in his new book—and it is certainly a big one for the railroads, which suffer from the lack of glamorous publicity enjoyed by newer industries, and hence do not automatically attract a large reservoir of ambitious and gifted aspirants for managerial training. Incidentally, a program of selecting managers wholly from practical people who have advanced "the hard way," largely by seniority, does not appear to be the ideal solution—and neither does that of promoting only the college boys, who come on the property as "heirs apparent." A manager with nothing much more than a trained intellect to guide him is not often successful; but a wealth of practical experience, without mastery of the tools needed to acquire knowledge outside actual experience, is inadequate equipment for a top job, too.

5. Where is the railroad industry's new capital to come from? Most railroads now have access to very little of this indispensable resource. Most of them strongly object, and quite rightly, to tapping the public till. Just where, then, do they propose to turn?

This list could be indefinitely prolonged. Most railroad men in responsible positions could give ready answers to some or possibly all these and other similar questions, as far as their own companies are concerned. But does sufficient agreement exist in such opinions so that it could be said that the railroad industry as a whole has a reasonably definite policy on such major issues?

On the Political Frontier

The railroads are pioneers today, as much so as they were in the great era of railroad building three-quarters of a century ago. Then it was that the railroad industry and its leaders set the pattern for the organization and financing of large-scale enterprise, which other industry has followed as it matured. Now the railroads stand on the political frontier which sooner or later all large-scale industry is bound to reach—where government encroachments threaten the continued functioning of the business under private financing and private management. The success or failure of the railroads in meeting this challenge will in all probability establish the pattern and the precedents which will determine the

future, not only of the railroads, but of all large-scale enterprise. It is an occasion when future progress calls for at least as much forethought as ever went into the original building of the nation's great railroads.

WHERE PART TIME USE CAN BE MADE TO PAY

One of the by-products of today's widespread use of Diesel power is the tremendous emphasis on utilization, an emphasis which, while awakened by the Diesel-electric locomotive, has spread to other items of railroad equipment. A second by-product of the Diesel has been a continual decline in interest in efficient steam operation and maintenance, one result of which may be to erase a sizable percentage of the savings that result from the use of the Diesel power. This can come about in two ways—by neglecting established standards of steam locomotive maintenance and by overlooking promising, and even proved, new developments that reduce costs, improve operation, or both.

One such new development that is not only promising, but proven, is the transit method for laying out steam power.

It has proved itself a major, and probably a critical factor, in attaining availabilities approaching 90 per cent, in increasing mileage between tire turning by 30 to 100 per cent, and in extending the mileage between Class 3 repairs to 400,000 miles with no intermediate Class 5's; and it has given a 400,000-mile life to such parts as cylinder bushings, crank pins, shoes and wedges and valve guides. By lining up the machinery to within thousandths of an inch, and not approximately to the nearest sixty-fourth, the moving parts have been so well aligned that terms of service are limited by the tube and flue removal periods, not by the condition of the machinery.

Despite the proved results where the transit has been used, however, most roads still lay out steam power by antiquated and comparatively inaccurate methods.

In many cases the principal reason for not using a transit is because it will only be used a few hours a month, and therefore its purchase cannot be economically justified. This is clearly a case where entirely too much emphasis is placed on utilization. The transit is such a cheap instrument that it only need be used a small fraction of the time to make its purchase justifiable several times over when the savings attainable with it are considered.

A transit suitable for laying out a locomotive can be bought for around $500. If it saves only one cent per mile in maintenance, it will have paid for itself by the time the first locomotive laid out has run only 50,000 miles. And this cent-a-mile figure is ridiculously low.

For those who are skeptical, a transit could be borrowed from the engineering department for a day to prove that the layout is not complicated or difficult. Keeping wear records for the first six months would show whether the subject was worthy of further exploration.

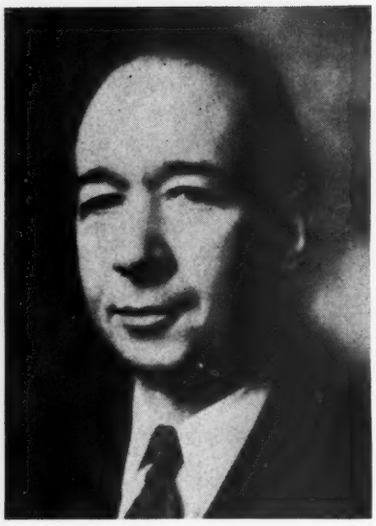
"SOCIALISM . . . IS A POLITICAL CANCER"

"Socialism, properly understood, is not a political philosophy—it is a political cancer gnawing at and eating into the vitals of all political parties, always however with a very definite preference for the particular political party, which for the time being, happens to be in charge of the government. So if what I say may seem to some of you to be aimed at the Truman administration as such, I assure you that it is not. The administration representing the great political party now in power is the natural and most fertile field for the spread of the most insidious form of socialism, the untiring enemy of free enterprise and the American way of life. This is the form of socialism that says to every citizen 'the government can do for you everything you want done, better than you can do it for yourself.' . . .

"We in the railroad business are greatly concerned with the threat of socialism, as the transportation industry is usually the first objective. We have watched as almost every railroad system in the world was taken over by the dictators, the communists or the socialists, so that now only the railroads of the United States, one system in Canada, and two small South American railways still remain under private ownership and management. . . . It is indeed a strange thing that any true American could be tempted to sell his birthright to freedom and opportunity for a mess of socialistic promises of security. America's amazing growth in a mere 150 years has been due to the vitamins of free enterprise, efficient production, challenging competition and rewarding profits for hard work. Now the socialist termite would have us believe that profit is evil, a crime against society. We must get off this socialism road we are traveling by making the most direct detour back to the highway of free enterprise—the all-American main line to the world's highest standard of living, opportunity, prosperity, happiness and the dignity of man. . . . "

—From an address by Arthur K. Atkinson, president of the Wabash, before the Rotary Club of St. Louis, Mo.

J. C. Kirk



W. J. Farrell

P. & S. DIVISION

Beginning Wednesday, June 14, and continuing through Friday, June 16, the Purchases and Stores Division of the Association of American Railroads will hold its twenty-fourth annual meeting. This year's sessions will be held in the Grand Ballroom of the Hotel Statler, St. Louis. The program includes 6 addresses and 18 subject committee reports, covering a wide variety of material.

On Wednesday, the morning session will begin at 10:00 a.m., St. Louis time, while the afternoon meeting will commence at 2:00 p.m. Thereafter, morning sessions start at 9:30 a.m., with Friday's meeting running continuously until adjournment. The Thursday afternoon conference is called for 2:30 p.m.

A group of supply companies, national and local, has arranged a program of entertainment for the members and their wives. On Wednesday, June 14, there will be a reception at the Hotel Statler, followed by a dinner, after which guests can attend either the open air municipal opera or the baseball game at Sportsman's park.

Thursday morning, a tour of the city and a luncheon at one of the country clubs has been arranged for the ladies.

PROGRAM

Wednesday, June 14

Call to order by Chairman J. C. Kirk, general purchasing agent, Chicago, Rock Island & Pacific
Invocation
Address: D. V. Fraser, president, Missouri-Kansas-Texas
Address: W. E. Hayes, executive assistant, Chicago, Rock Island & Pacific
Address: J. H. Aydelott, vice-president, Operations and Maintenance Department, Association of American Railroads
Address: Chairman J. C. Kirk
Communications
Appointment of Committees (Resolutions and Memorials)
Action on minutes of 1949 Annual Meeting
Report of General Committee
Reports of:
Subject 1—Purchasing and Stores Department Manual—Recommended Rules and Practices; E. B. Isenogle (chairman), assistant to purchasing agent and lumber agent, Baltimore & Ohio
Subject 42—Diesel Locomotive Parts—Purchasing and Storekeeping; I. G. Shapiro (chairman), district storekeeper, New York, New Haven & Hartford
Subject 3—Scrap Handling and Preparation—Classification and Sale; D. C. Canavan (chairman), general foreman, reclamation plant, Boston & Maine
Subject 3A—General Reclamation; W. F. Brown (chairman), superintendent, scrap and reclamation, Wabash
Subject 9—Fuel—Coal, Fuel Oil and Diesel Fuel Oil; W. H. Weymouth (chairman), fuel agent, Atchison, Topeka & Santa Fe
Subject 5—Forest Products; M. B. Moore (chairman), assistant general purchasing agent, Chicago & North Western

WILL MEET AT ST. LOUIS

Thursday, June 15

Report of:
Subject 2—Standard Material Classification; J. K. McCann (chairman), district storekeeper, Chicago, Burlington & Quincy
Address: J. F. Holland, counsel, Pevely Dairy Corpany, St. Louis
Reports of:
Subject 16—Simplification and Standardization of Stores Stock; E. F. Chubb (chairman), assistant general storekeeper, Pennsylvania
Subject 34—Maintenance of Way and Construction Materials (Including Signal, Telephone and Telegraph)—Purchasing, Storing and Distribution; J. C. Blackwell (chairman), district storekeeper, Illinois Central
Annual Essay Contest Committee; E. J. Leonard (chairman), general storekeeper, Chicago & North Western
Reports of:
Subject 12—Purchasing Department—Organization and Procedure; E. V. Purdy (chairman), purchasing agent, Texas & New Orleans
Subject 15—Storage and Material Handling Facilities—Capacity Loading and Prompt Handling of Company Material Cars; J. C. McCaughan (chairman), general storekeeper, Chesapeake & Ohio
Subject 8—Shop Manufacturing; G. P. Butcher (chairman), general storekeeper, Norfolk & Western
Subject 14—Fire Prevention, Safety Practices, Insurance—Purchasing and Stores Department; D. E. Cain (chairman), chief clerk to general storekeeper, Atchison, Topeka & Santa Fe
Subject 18—Terminal Railway Purchasing and Storekeeping; J. W. Miles (chairman), district storekeeper, Illinois Central

Friday, June 16

Report of:
Subject 13—Stationery and Printing; P. R. Dawson (chairman), stationery storekeeper, Baltimore & Ohio
Address: W. A. McDonnell, president, First National Bank in St. Louis
Report of:
Subject 37—Stores Department—Organization and Procedure; J. F. Duffy (chairman), manager of stores, Erie
Special papers: "Stock Control—Strike Off System vs. Single Item Stock Record"; G. M. Byers, division storekeeper, Erie, and C. R. Holmes, general storekeeper, Atchison, Topeka & Santa Fe
Reports of:
Subject 29—Merchandising Surplus Material; G. E. Hargreaves (chairman), assistant purchasing agent, Pennsylvania
Subject 40—Loss and Damage Prevention—Salvage and Disposition; N. R. Hamilton (chairman), division storekeeper, Central of Georgia
Resolutions Committee
Memorials Committee
Nominating Committee
Election of Officers

The railroads have asked for no governmental assistance and ask for none now. They received no part of the near billion dollars in federal aid to transportation in 1948 and a similar amount in 1949, with probably more in 1950. They have asked only for the fair treatment to which they are entitled and which they have so deservedly earned throughout the years and particularly during the late war. And in their request for such fair treatment they have included the relaxation of unnecessary regulation, a halt to the imposition of added and equally unnecessary regulation and the combining of governmentally assumed responsibilities for costs with those controlling revenues. They have repeatedly cautioned against the imposition of costs and taxes without regard to their ability to pay, costs which would ultimately price them out of the transportation market. They have asked that railroad management be permitted to manage. But in these pleadings for fair treatment the railroads find themselves very near to being alone. The interests of business and industry as a whole have failed to support the very agency that has in many instances made their success possible.

—From an address to the Batavia, N. Y., Kiwanis Club, by L. J. Sheils, general car service agent, New York Central.

NEW FILING SYSTEM SAVES MONEY

Purchasing department records remain all together in one place, saving time and drudgery — Binding is eliminated and forms are always accessible

New, streamlined accounting in the Southern Railway's purchasing department has made the department's book-work—recording orders, checking and vouchering invoices and tracing shipments—not only faster and more efficient, but more of a personal challenge to the office staff that keeps the records on the Southern's buying.

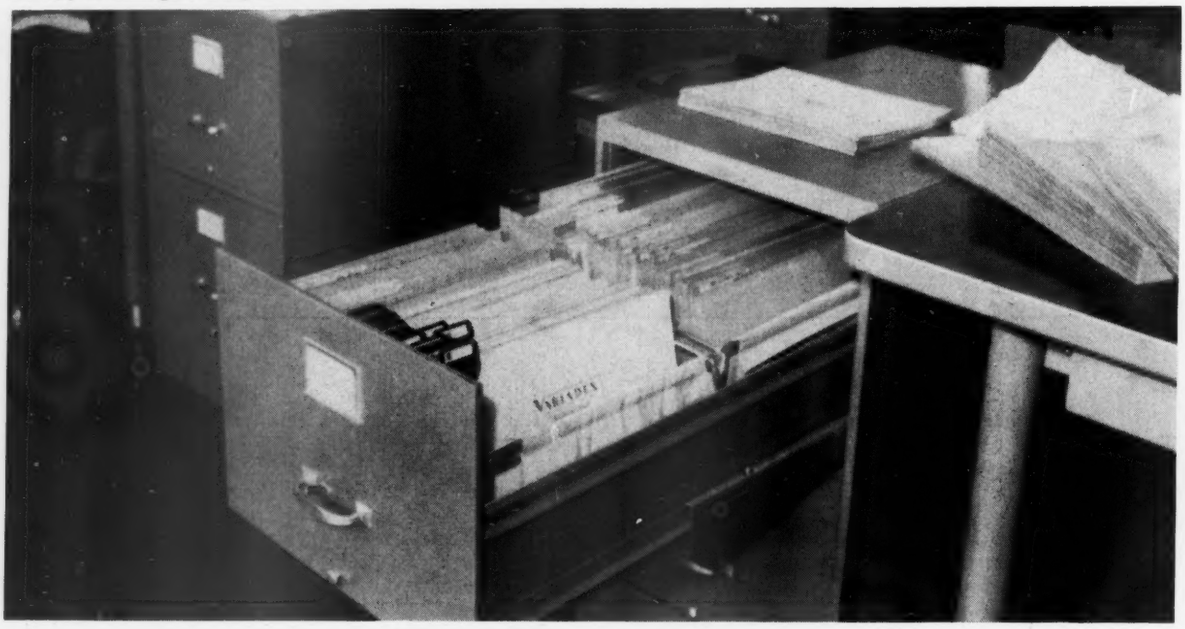
Former office practice had the clerks entering all orders, invoices and vouchers in separate ledgers and maintaining an order-tracing file to use in keeping informed of the progress of unfilled orders. The new system relies on separate folders for each order, filed alphabetically—according to the name of the manufacturer or supplier—in ten two-drawer steel cabinets, arranged one on each side of five specially designed steel desks. Five clerks attend the new alphabetical file, each one of whom is responsible for the records in an assigned alphabetical classification. (The assignments are intended to divide the work equally and are changed whenever the load seems unequal.) Copies of the orders, invoices and vouchers are placed in each folder as these documents are prepared, making each order folder a complete unit.

When all the materials covered by a particular order have been delivered to the railroad and vouchers have been prepared for payment, the order folder is retired from the "live" file (at the desk) to the "dead" file to be held until the contents may be destroyed under Interstate Commerce Commission regulations.

Instead of unrelated documents to enter in a ledger, the clerk now has a complete transaction to follow through all its stages, from the first placing of the order to the final delivery of the materials and supplies, payment for them, and the retirement of the order to the "dead" files. Consequently, there is a more personal interest in checking the invoice against the original order, in tracing an unfilled order, in notifying the storekeeper out on line that the order is on its way, and in arranging for payment by voucher in time to take advantage of cash discounts.

Among the chief advantages of the new accounting procedure is the immediate availability of the records on unfilled orders for tracing purposes and checking invoices. Under the old system, both filled and unfilled orders were bound together in order number sequence in lots of five hundred, with no distinction between the

Courtesy of Remington Rand, Inc.



One of the desk drawer files where current orders, invoices, etc., are kept

Courtesy of Remington Rand, Inc.

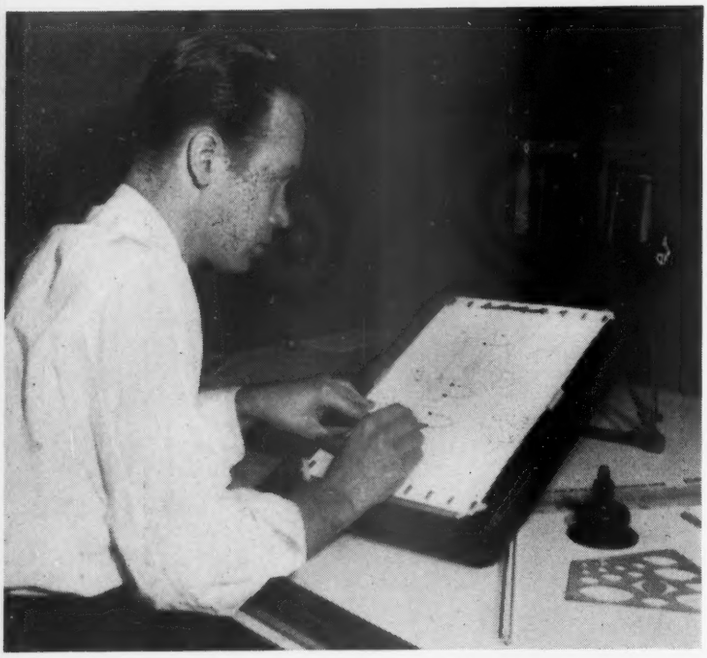
Above—Desks and the "dead" file together require very little space

Right—Current files are accessible without the clerk leaving the desk, while the "dead" file, so called, is a mere few feet away

two except for the removal of a corner from the order blank when delivery was complete. At $5 per volume, the binding represented a considerable expense. Frequently, too, during the week the books often were inaccessible in the commercial bindery, invoices came in that had to be checked against the original orders those books contained. Not infrequently the absence of the book from the office resulted in the railroad's losing a cash discount.

Purchasing department officers estimate that within three years the saving in bookbinding costs alone offset the original $2,100 out-of-pocket cost of the new desks and filing cabinets.

At least part of the increased efficiency of the operation stems from the interest of the office staff in a system that substitutes for the drudgery of separate ledger entries a method of purchase accounting that allows the clerk to follow through an order from beginning to end, and to trace the shipment personally when delivery is delayed. Besides adding a spice of variety to routine office work the new system provides wider experience in purchasing department work for clerks who may one day move to more responsible positions in the department.



NEW DUPLICATING P

A combination of offset duplication equipment and the Remington Rand "plastiplate" has made it possible for the Pullman Company to reduce by about 60 per cent the cost of producing the maintenance manuals so necessary if the varied sleeping car equipment of the nation's railroads is to be kept in top operating condition. In the last 2½ years alone, 16 different manuals have been printed using this process (about three million pages). The plastic duplicating plates not only have reduced the cost of producing these manuals but have cut production time, too. Letter-press printing of such manuals—of which generally only 500 to 750 copies are required—would have been an extremely expensive process. After comparing costs of letter-press printing and the plastiplate process, Pullman decided in favor of the latter, and bought its own duplicating equipment.

Two Types of Plastiplates

The plastiplates used in connection with the duplicating equipment consist of a two layer sheet, the first or duplicating layer of which is a plastic compound which "holds" the image to be reproduced. The second layer is a plastic-impregnated base stock which is impervious to water so that stretching or curling will not occur. There are two kinds of plastiplates, one of which is the direct image type, used where material to be placed on the plate is to be written or typed. The second type is the photographic (used for half-tone illustrations of car parts), the name itself being indicative of its purpose. Both types of plastiplates are used by Pullman in reproducing the service manuals.

After the training department compiles the instruction material for a book a dummy manual is assembled. The pages are numbered and a brief description of the information and layout to appear on each page is appropriately noted. With this system the drafting depart-

Top—Typist puts instruction on direct image plastiplate

Center—Drawings can be made directly on direct image plastiplates

Bottom—Offset duplicating machine is running off pages for the instruction manuals

PROCESS SAVES MONEY FOR PULLMAN

By G. H. RUNSTON
Stationer
Pullman Company

ment can prepare its drawings of the equipment at the same time as the stenographic department is preparing the copy, without any fear of duplication of page numbers or of incorrect layouts.

When pages are being made up a template of the page borders is placed in its appropriate position over the plastiplate and the border is traced on the plate with a pencil. (The penciled guide lines will not reproduce when plastiplate is later placed on the offset machine for printing.) A different template is used for front and back pages to allow an appropriate margin for binding the manual. Such a system assures a uniform border when pages are printed, without tampering with any adjustments on the offset duplicating machine.

Remington Rand No. 0902 carbon paper ribbons are used in the typewriters with plastiplates, a combination giving brilliant and sharp copies. Perfect corrections can be made on plastiplates, a tremendous help in expediting this phase of the job. Because many hands may handle plastiplates while they are being typed, illustrated, and proofread before they are printed, the fact that fingerprints on plastiplates will not reproduce while the plate is being printed is a time-saving advantage.

The less intricate illustrations for the manual are either traced or drawn directly on plastiplates with transtrace, a translucent sheet of special yellow carbon placed on plastiplate on an illuminated drawing board positioned under the plastiplate. This transfers a carbon deposit onto plastiplate which later reproduces the illustration faithfully during the printing operation. (All operations mentioned above are performed by use of the direct image type plastiplate.)

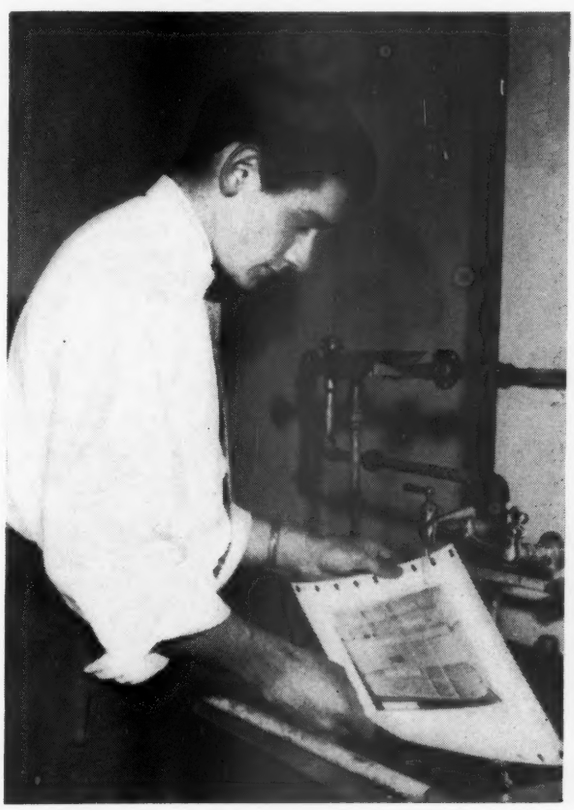
The more intricate illustrations for the manuals are made on drawing paper with drawing ink and, as with all photographs for the manual, a film or paper negative is made from such drawings. In the stationer's department such negatives are "burned" into photographic plastiplate, using either Remington Rand's "Plastiphoter" or a vacuum frame.

A Large Saving

Since many photographic plastiplates are used in preparing the manual this phase of the operation unquestionably represents the biggest saving in costs and, equally as important, the processing time is cut in half over methods used previously. (Plastiplates are more economical than photographic metal plates.)

Some of the other advantages are: (1) Photographic plastiplates are not affected by humidity or temperature; (2) they are also impervious to water (water and ink are used in the offset duplicating machine); (3) there is no oxidation to take place; (4) they will not stretch; and (5) their "no grain" surface assures the faithful reproduction of all the detail and highlights in a photograph. Because of these features the counter-etching and pre-etching processes are by-passed as well as the whirling operation. The photo sensitizer is applied by hand on the photographic plastiplates.

Each manual contains an average of 350 pages and approximately 500 copies of each are distributed. Part of the data appearing in one manual may also be employed in another manual. Because plastiplates can be rerun with corrections, a previously run plastiplate with a new page number can be used as often as required for different manuals.



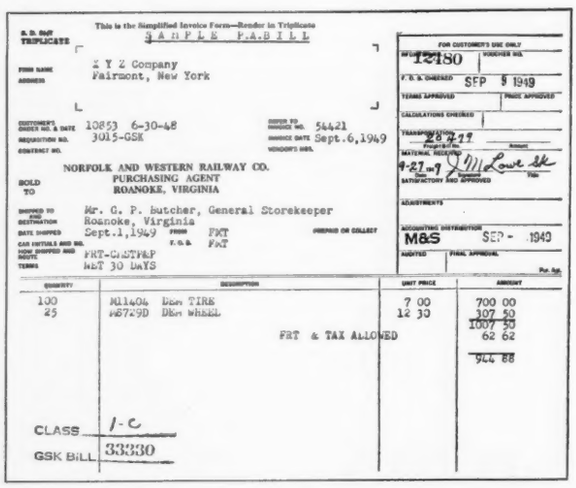
An illustration for a maintenance manual has been burned into a photographic plastiplate and now is being washed out

Fig. 1

Stores Accounting Done by Machine

Norfolk & Western stores department does its own accounting work — A.A.R. material classification used as basis for posting

Complete accounting for material and supplies is handled by the Norfolk & Western in the office of the general storekeeper. In part, the adding and listing of invoices for material and supplies, freight charges and bills for miscellaneous adjustments are performed through the use of a Sundstrand Model A accounting machine.



This is the Simplified Invoice Form—Render in Triplicate

SAMPLE P.A.BILL

FOR CUSTOMER'S USE ONLY

12180

SEP 9 1949

X Y Z Company
Fairmont, New York

10853 6-30-48
3015-GSK
54421
Sept.6,1949

NORFOLK AND WESTERN RAILWAY CO.
PURCHASING AGENT
ROANOKE, VIRGINIA

Mr. G. P. Butcher, General Storekeeper
Roanoke, Virginia
Sept.1,1949
FRT
FRT
FRT-CL-STP&P
NET 30 DAYS

M&S SEP - 1949

QUANTITY	DESCRIPTION	UNIT PRICE	AMOUNT
100	M11404 Dbm TIRE	7 00	700 00
45	M8729D Dbm WHEEL	12 30	307 50
			1007 50
	FRT & TAX ALLOWED		62 62
			944 88

CLASS 1-C
GSK BILL 33330

Fig. 2

When the purchasing agent's bills are received in the office of the general storekeeper they are classified in numerical sequence according to the Association of American Railroads material classification and assigned a general storekeeper's bill number (see Fig. 2). The bills are posted and accumulated, and the total is carried forward at the close of each day. After this listing, the invoices are then posted by A.A.R. classification to ledger sheets for charge to the proper account.

The accounting machine is also used to list freight bills as well as charges to the various outlying stores (see Fig. 3) from invoice copies of storekeepers' requisitions. This operation is handled in a manner similar to the posting of the purchasing agent's bills to ledger sheets, except that the storekeeper's requisition number is used as reference instead of the general storekeeper's bill number.

Summaries of shipments by A.A.R. classes are prepared for each local and district store. At the end of each month a statement—broken down according to A.A.R. classifications—is furnished each storekeeper showing charges to his point. This gives the outlying storekeeper a record against which to check his receipts and charges to his store. The machine in use has several features which make it a time-saver. The principal time-saving characteristic is a switch on the right-hand side of the machine (see Fig. 1) which enables the operator to shift to either of the operations desired.

The installation provides for handling complete accounting for receipts, as covered by purchasing agent's bills and freight bills, as well as transfer of charges from general and district stores to local stores.

NORFOLK AND WESTERN RAILWAY COMPANY
STORES DEPARTMENT

Charges To WILCOE STORE Class Date SEP 1949

PROOF	DATE	REQUISITION NUMBER		AMOUNT	TOTAL TO DATE	
	SEP 24 49	50 A	1 C	2 10		
	SEP 24 49	1 28	1 C	4 80	6.90	±
	SEP 24 49	67	11	12 03		
	SEP 24 49	68	11	12 83	24 86	±
	SEP 24 49	1 07	22	2 12	2 12	±
	SEP 24 49	5 91 A	25 B	5 66		
	SEP 24 49	1 30	25 B	2 28	7.94	±
					41 82	†
	SEP 29 49	1 06	1 C	1 92		
	SEP 29 49	1 33	1 C	24 00	25 92	±
	SEP 29 49	1 37	20	57 00	57 00	±
	SEP 29 49	32	45 A	4 01	4.01	±
					86 93	†

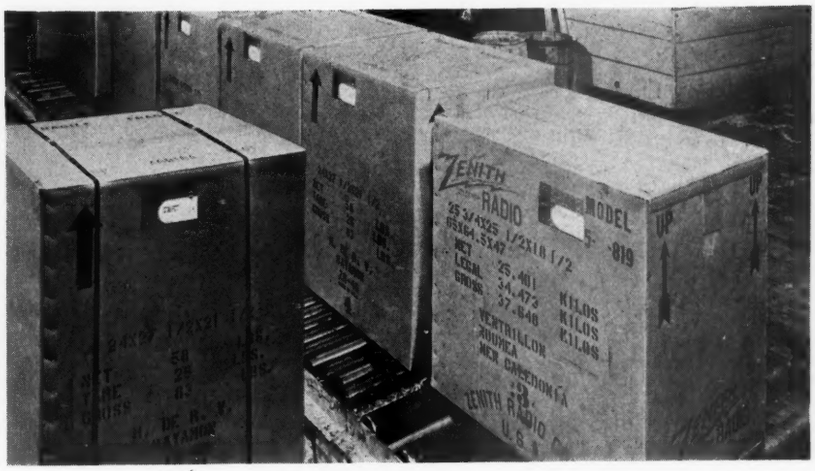
Fig. 3

New and Improved Products of the Manufacturers

NEW HIGH-STRENGTH GUMMED PAPER TAPE

A new gummed paper tape, with a tensile strength reported to be 180 lb. for each inch of width, was recently put on the market by the Mid-States Gummed Paper Company, 2515 South Damen Ave., Chicago 8. This "Tape-Strap" is applied in the same manner as other gummed paper tape. The manufacturer states that pilferage of any package sealed with "tape-strap" is instantly detectable because it glues fast to the container and "can't be removed or replaced. Either Tape-Strap on the container must be cut to get at the contents."

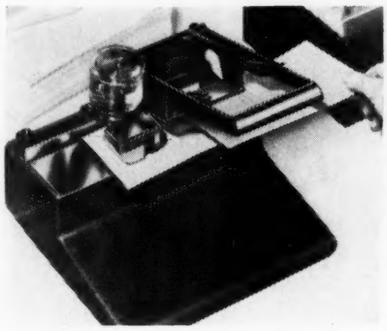
The manufacturer further states that the Western Classification Committee has approved "Tape-Strap" for specific products.



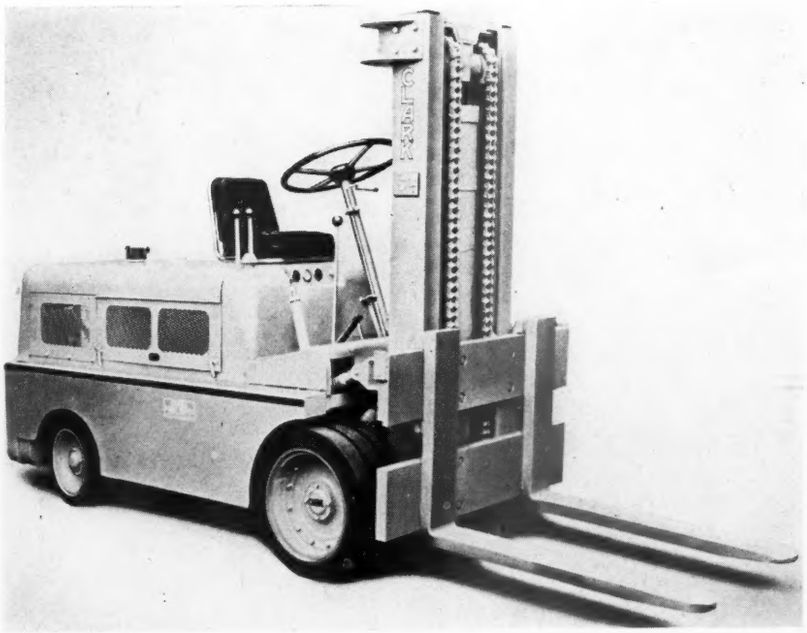
The package at the left and the one in the right foreground are identical except that on the one at left the old method of steel strapping is used, while the one at right uses "Tape-Strap"

ADDRESSES DIRECT FROM FILE CARDS

A device known as the "recordo-print adaptor," when attached to any Model A-2 Weber addressing machine (manufactured by the Weber Addressing Machine Company, Mt. Prospect, Ill.), makes it possible for the operator to address envelopes, etc., direct from file cards or any other office record form. According to the manufacturer, stickers with addresses typed on them are attached to file cards, which then become the addressing "plates." The adaptor can be attached to the machine in a matter of seconds, and removed just as speedily, the manufacturer states.

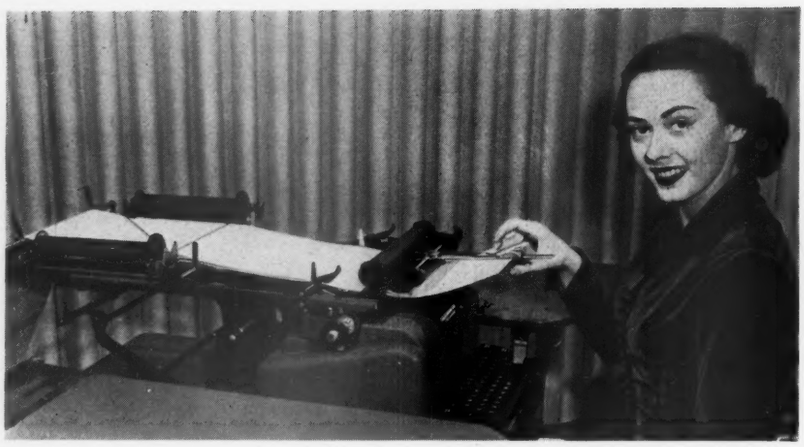


This photo shows the Recordo-print adapter in action. File card is placed in position above envelope or other document, the lever is pressed and the address on the file card is printed on the envelope



"DYNATORK DRIVE" ON 5-TON FORK TRUCK

A 10,000-lb. capacity fork truck, equipped with Dynatork drive and known as the Utilitruc-100, has been added to its line of materials-handling equipment by the Clark Equipment Company's Industrial Truck Division, Battle Creek, Mich. This truck's power plant is a 6-cylinder Red Seal Continental engine, developing 50 brake horsepower at 1,800 r.p.m. The overall length of this unit is 107 in., while the wheelbase is 66 in. The outside turning radius is 104 in. Standard lift height of the Utilitruc-100 is 112 in.



This new all-electric fanfold writing machine features automatic retraction of carbon paper, either the floating sheet type or roll carbon. A form measuring gage, equipped with a clamp, grips and holds the top edge of a completed set of forms, while the carbon paper is automatically and electrically moved into the following set of forms. The manufacturer, the Underwood Corporation, 1 Park ave., New York 16, states that this machine is devised particularly for preparing purchase orders, bills of lading, or waybills

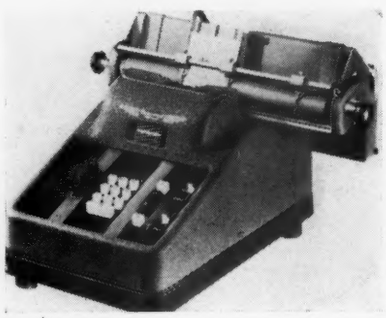
NEW DICTATING MACHINE

A small, lightweight (8½ lb.) dictating machine, the Dictex, has been introduced by the Folco Products Company, 2105 East 71 st., Chicago 49. Ac-

cording to the distributor, all units of the dictating process—dictating, transcription and erasures—are in the same machine. Recording is done on wide, magnetic, noninflammable plastic belts, which can be erased and reused. A small warning bell sounds when the belt is almost completely full.

NEW ADDING TABULATOR

A new adding tabulator recently was put on the market by the Underwood Corporation, 1 Park ave., New York 16. This machine may be actuated automatically or manually and prints vertically or horizontally, as desired by the operator. This machine is said to be especially useful in performing such work as listing waybills forwarded and



received, interline corrections, statements to credit patrons, etc.

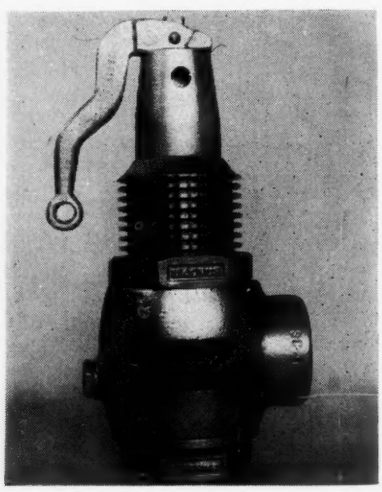
The carriage and automatic controlling mechanism have been designed to tabulate and return in unison or to operate independently of each other for greater operating flexibility.

Direct subtraction and credit balance are built into the machine, which has a listing capacity of ten columns and a totaling capacity of eleven columns.

SAFETY VALVE FOR DIESELS

A newly designed safety valve, the result of several years of intensive research, has been made expressly for use on steam generators on Diesel-electric locomotives. It is suited for above-the-average "beating" due to high temperatures, large amount of popping, etc.

Every part of this valve, distributed by the Magnus Brass Manufacturing Company, Cincinnati 2, Ohio, has been engineered and tested to secure the right combination of designs and materials. The result is the Type IV safety valve, which has a silver-nickel alloy feather valve and base; an extremely hard bronze alloy adjusting ring; and a special spring made of nickel alloy which will permit setting for either a 245-lb. or 300-lb. steam generator pressure with no change of any parts.



The spring case has been serrated to dissipate heat to give an accurate, rugged safety valve for long, hard use.

NEW TYPEWRITER RIBBON

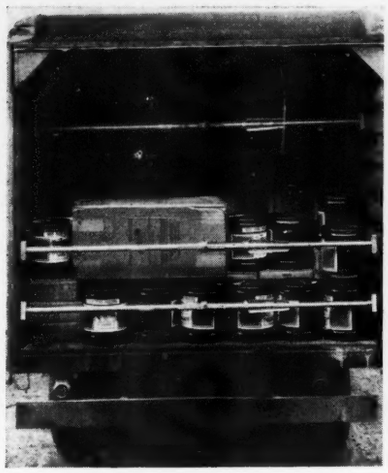
A new typewriter ribbon, the "Silver Box Manifoldo Thin Silk Ribbon," has just been announced by the Underwood Corporation, 1 Park ave., New York 16. It is a result of a combination of fine silk fabric with a new ink formula, for greater durability. The fabric, only .003 in. thick, is said to give sharper and clearer typed impressions. The length of the ribbon, 18 yards, makes the job of changing ribbons less frequent than heretofore.

A new accounting machine, the Sensimatic, produced by the Burroughs Adding Machine Company, Box 418, Detroit 32, Mich. Control units, made up of many projecting steel fingers, are so designed that each unit sets up the machine for performing four different accounting jobs. The operator may switch from one operation to another merely by the twist of a knob. Many different control units may be provided to suit the needs of the user

NEW G.E. FLOODLIGHTS

The Lighting and Rectifier Divisions of the General Electric Company, Schenectady, N. Y., have announced two new heavy-duty, general-purpose floodlights, constructed of noncorrosive materials—aluminum and stainless steel—each weighing less than 17 lb. The door of each lamp is hinged for easy relamping and is equipped with swing-type latches. The door glass is heat resistant and is cushioned in a silicone gasket which wraps around the edge of the glass and also seals the joint between the door and the casing. Each light is equipped with a clamping handle for vertical adjustments. The floodlights can be furnished with either narrow-beam polished or wide-beam etched reflectors. Both models are available in three standard types of mountings, including a portable base.

The new G. E. heavy-duty general-purpose floodlights. The Type L-84 (top) is rated at 500 watts; the Type L-85 (bottom) at 1,000 watts



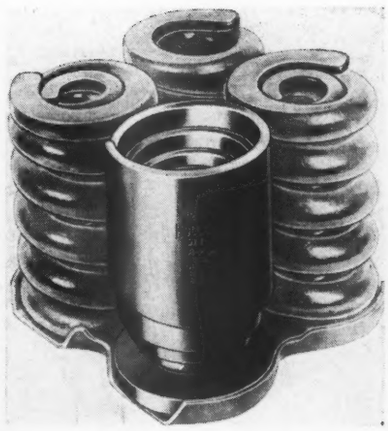
A new cargo holder designed for use in all types of closed body trucks and trailers was recently announced by the Jordan Equipment Company, 2526 Wood st., Oakland 7, Cal. This device, called the "Lode-Lok," can be applied to any load quickly, the maker says, by means of an expansion locking handle and positive spring lock. Rubber "feet" at the ends of the bar grip the side walls

HOLLAND SNUBBER SPRING IMPROVED

Further refinements in design of the volute snubber spring, made by the Holland Company, Chicago, constitute the most recent in a series of continuous improvements since the original Holland Style A volute snubber spring was first offered in 1934.

In the latest Style A-7-A, a new and revolutionary method of manufacturing the volute spring (patent pending) is said to increase materially both its shock-absorbing ability and effective life. These results are accomplished by improved surface and depth hardness of the spring material and effective compensation for surface wear by means of radially elastic pressures on inner coils confined within an elastically yielding outer coil.

Tests conducted by the Association of



Holland Style A-7-A volute snubber spring with hardened surfaces and compensation for wear by means of elastic radial pressure

American Railroads with the Holland Style A-7-A volute snubber during 1949 indicated a notable improvement over test results with the Style A-7 snubber in 1948. Comparative figures covering the latest tests are expected to be released soon in official A.A.R. reports.

The principle of the Holland snubber spring is a volute spring, coiled tightly under pressure so that the rubbing of the spring-turns on each other acts to damp out the vertical resonant action of bolster truck springs. From its inception, it has been a self-contained unit, designed to replace one coil of the standard spring in freight car trucks.

This new telephone-base wheel card-file was recently announced by the Wheeldex Manufacturing Company, 40 Bank st., White Plains, N. Y. The file will hold 1,000 cards in a loose-leaf arrangement

The hydraulic ram of the Fairmont W68 Series A Tie Remover is reported to exert enough force to push out the most stubborn tie, regardless of the type of ballast

FAIRMONT MACHINE FOR REMOVING TIES

A laborious and expensive part of tie-renewal work—removing the old ties from track—can now be mechanized through use of a new machine, the W68 Series A Tie Remover, recently introduced by Fairmont Railway Motors, Inc., Fairmont, Minn. With this machine two men, without digging at the tie ends or raising the track, can remove ties at a rate as high as a tie a minute.

The power for removing ties is supplied by a lateral hydraulic ram equipped at its outer end with two teeth. When the ram is extended the teeth bite into the tie and force it through the shoulder ballast. When the ram reaches the limit of its movement, it is retracted, and another grip is taken on the tie. Under normal conditions only three strokes of the ram are necessary to push a tie completely out from under both rails. The maximum force exerted by the ram is 16,000 lb., which is reported to be sufficient to push the most stubborn tie, regardless of the type of ballast.

The ram is swivel-mounted on a steel frame which, during a tie-pushing cycle, rests on one rail and is fastened to it by a lever-operated rail clamp. The reaction of the pushing force of the ram is balanced by two chains hooked to the opposite rail, one at each side of the tie being pushed.

In moving from tie to tie the unit is raised by a separate hydraulic system until its weight is carried on two double-flanged wheels running on one of the rails. Balance is provided by an axle extending across the track and terminating in a third wheel running on the opposite rail.

The frame also carries the hydraulic pump and its power unit—a two-cylinder four-cycle gasoline engine—and is equipped with two pneumatic-tired set-off wheels. When it is necessary to remove the machine from the track, it is first elevated until it rests on the rail wheels. Next the set-off wheels are swung down and locked with spring-loaded plungers. Finally the rail wheels are retracted until the load rests on the set-off wheels. Then, with the aid of lift pipes, the machine can easily be rolled into the clear. A sliding base for the engine and pump unit centers the load over the set-off wheels for better balance.

In operating the machine one man guides the ram and operates the control valve. He also releases and tightens the rail clamp and raises and lowers the machine with respect to the rail wheels when moving from tie to tie. The other man places and removes the rail hooks that anchor the machine to the opposite rail. For easy placement and removal these hooks have cam-type connections with the chains to give the necessary slack.

This company now has under development a tie-insertion machine as a companion unit for the tie remover.

ROBOT OPENS AND CLOSES HEAVY DOORS

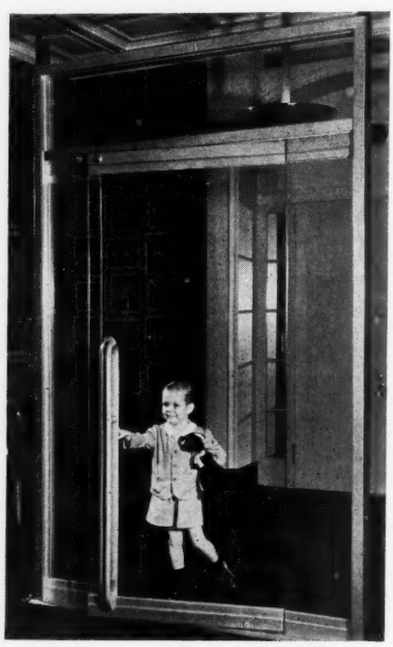
An invisible "doorman" for opening and closing heavy glass doors has been introduced by the Pittsburgh Plate Glass Company, Pittsburgh, Pa. This unit, calling Pittcomatic, is a double-acting automatic power hinge which, although it is a small electric-hydraulic apparatus, is said to control a 250-lb. door with ease. It is reported that the Pittcomatic can accommodate a steady flow of in-and-out traffic efficiently and with minimum maintenance.

The unit does not require large space or major structural changes for installation nor does it need air compressors for operation. Instead, it can be placed within a Pittco checking floor hinge unit—about the size of a shoe box—or it may be operated by remote control with an existing Pittco checking floor hinge from a unit only six inches square.

Operation of the unit is controlled by a sensitive micro-switch which starts to open the door by hydraulic action the moment the door handle is touched. The opening operation may be started with a light push or pull on the handle. A $\frac{1}{3}$-hp. motor completely mechanizes the whole process. The opening force, a smooth hydraulic action, insures against the door being opened violently. This hydraulic control is said to eliminate all danger of injury to persons.

A simple adjustment permits setting the door so that it will open without further touching of the handle, or so that a slight pressure is necessary until the door is open. A small control panel governs the speed of opening and provides a wide range of operational variations to meet individual needs.

The Pittcomatic closes the door on a normal cycle. If the door is only partially closed before the next person starts through, it begins to open again just as soon as the push bar is touched. In the event of a power failure, the door can be hand controlled the same as an ordinary door.



At this demonstration set-up a five-year old boy opens a door weighing ten times as much as he does, merely by touching it with his finger. The door-opening mechanism is set in motion by a micro-switch in the handle

Pennsylvania Installs 2,500-Hp. Transfer Switchers

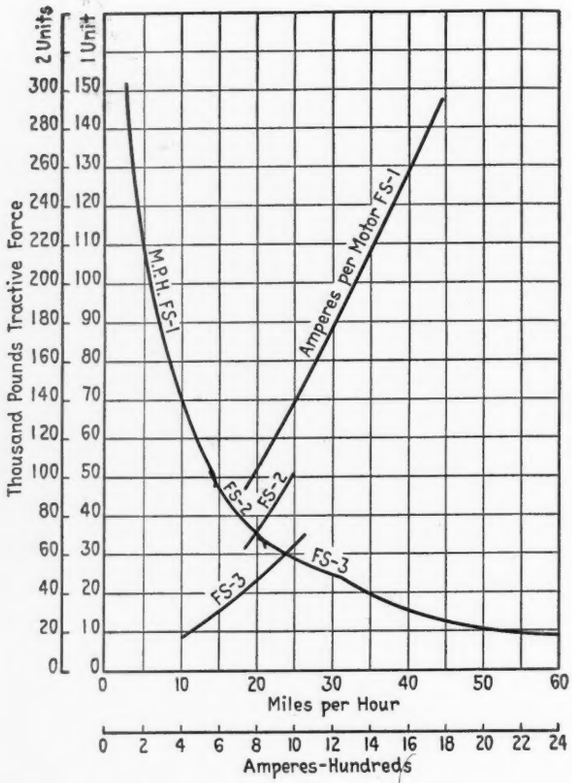
Lima-Hamilton delivers the first of an order of eleven units—Tractive force 108,000 lb. with a total weight of 360,000 lb.

Lima-Hamilton Corporation, from its Lima Locomotive Works Division at Lima, Ohio, has delivered to the Pennsylvania the first of eleven 2,500-hp. Diesel-electric transfer locomotives on order for that road. At the same time, Lima-Hamilton announced that, in addition to its 800- and 1,200-hp. switchers, it has added a 2,400-hp. unit to its standard line. This latter locomotive is similar in many respects to the 2,500-hp. design.

Of the steeple cab type, the 2,500-hp. unit is of the C-C wheel arrangement, with a single cab mounted on the frame which is carried on two six-wheel side-equalized swivel trucks having a motor on each axle. The operator's compartment is located at the center of the locomotive, with a power plant hood extending to each end of the unit. The rating of 2,500-hp. is the combined brake horsepower of the two engines.

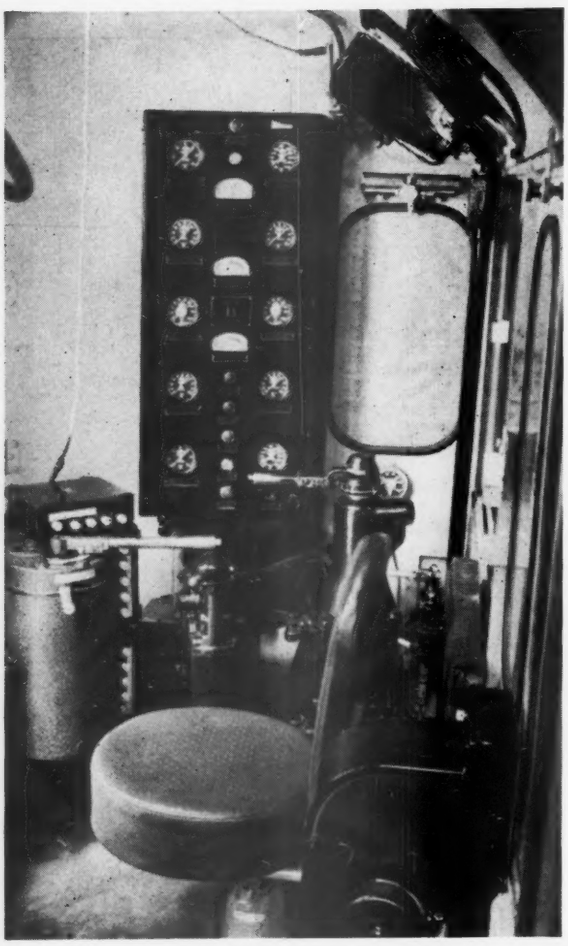
The locomotive is powered by two Lima-Hamilton 9-in. by 12-in. vertical eight-cylinder Diesel engines of the four-cycle, single-acting, pressure-charged type. Each of these engines develops a full 1,250 b.hp. The locomotive, which weighs 180 tons in working order, has a maximum speed of 65 m.p.h.

The starting tractive force of the locomotive (30 per cent adhesion) is 108,000 lb. The maximum height to the top of the cab is 14 ft. 6 in., while the maximum width over brake cylinders is 10 ft. 2⅛ in., and over hand rails is 9 ft. 11⅛ in. The length inside coupler knuckles is 79 ft.; the distance between truck centers is 49 ft. 0 in.; the truck wheel base is 13 ft. and the



Above—Speed tractive-force curve

Above left—One end of the power plant hood



Left—Operator's control station

total wheel base, 61 ft. 3 in. The diameter is 42 in. The various capacities are as follows: fuel oil, 1,250 gal.; cooling water, 450 gal.; lubricating oil, 290 gal.

Similarity to Other Units

With few exceptions, all locomotive components of the new Lima-Hamilton 2,500-hp. unit, such as the hood, operator's compartment, trucks, underframe, pipe and fittings, lighting system, and other miscellaneous parts, are similar in construction to components of the 800- and 1,200-hp. Lima-Hamiltons. Trucks, for example, are of one-piece steel castings, equipped with plain-bearing journal boxes. The underframe is of welded construction.

Entrance to the operator's insulated compartment in the center of the locomotive is through a door on each side which gives access to the runboard. Sliding windows are provided on each side, while front and rear windows are fixed. All windows and doors have safety plate glass, which is mounted in special key-type rubber channels, offering easy removal of glass and maximum safety against breakage.

Differences between this and other Lima-Hamilton locomotives are found in the air-brake equipment and

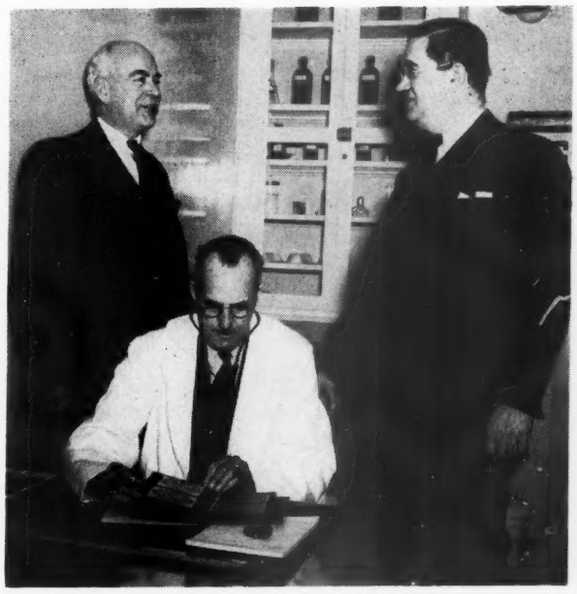
Partial List of Materials and Equipment for the Lima-Hamilton 2,500-Hp. Diesel-Electric Transfer Locomotive

Boxes, truck, with lids	Balmar Corp., Baltimore, Md.
Couplers, rubber draft gears and draft yokes	National Malleable & Steel Castings Co., Cleveland, Ohio
Coupling, Steel Flex	Falk Corp., Milwaukee, Wis.
Motor trucks	General Steel Castings Corp., Granite City, Ill.
Wheels	Armco Steel Corp., Middletown, Ohio Bethlehem Steel Co., Bethlehem, Pa.
Air brake, air compressor and foundation brake	Westinghouse Air Brake Co., Wilmerding, Pa.
Handbrake	National Brake Co., New York
Diesel engines, 9-in. by 12-in.	Lima-Hamilton Corp., Lima, Ohio
Turbo-charger	Elliott Co., Jeannette, Pa.
Governor	Woodward Governor Co., Rockford, Ill.
Electrical equipment	Westinghouse Electric Corp., Pittsburgh, Pa.
Connectors, motor cable clasp	Burndy Engineering Co., New York
Blowers, traction motor	Buffalo Forge Co., Buffalo, N. Y.
Batteries	Electric Storage Battery Co., Philadelphia, Pa.
Water temperature operated switch and control sleeve	Detroit Lubricator Co., Detroit, Mich.
Water tank gage	O. C. Keckley Co., Chicago
Cab ventilator	Prime Manufacturing Co., Milwaukee, Wis.
Valve, back press	Klipfel Valves, Inc., Hamilton, Ohio
Air-filter silencer	Air Maze Corp., Cleveland, Ohio
Air-filter panels	Farr Co., Los Angeles, Cal.
Air-intake manifold pressure and temperature indicator gages	Manning, Maxwell & Moore, Inc., Bridgeport, Conn.
Fan assembly, radiator cooling, 60-in.	International Engineering, Inc., Dayton, Ohio
Hot-water heater; radiator shutter assembly, R & L	Kysor Heater Co., Cadillac, Mich.
Radiators; heat exchangers	Young Radiator Co., Racine, Wis.
Valve, shut-off, emergency fuel	Manning, Maxwell & Moore, Inc., Bridgeport, Conn.
Pump, fuel oil	Viking Pump Co., Cedar Falls, Iowa
Filter, lubricating oil (pressure line) and fuel oil	W. W. Nugent & Co., Chicago
Filter, lubricating and fuel oil	Michiana Products Corp., Michigan City, Ind.
Gage, lubricating oil pressure	Manning, Maxwell & Moore, Inc., Bridgeport, Conn.
Gages, fuel oil tank level	Nathan Manufacturing Co., New York
Gage, lubricating oil tank	O. C. Keckley Co., Chicago
Bell ringer	Viloco Railway Equipment Co., Chicago
Windshield wipers	Sprague Devices Co., Chas. A., Michigan City, Ind.
Doors, cab, front and rear	Met-L-Wood Corp., Chicago
Cab door locks; hood door latches	Adams & Westlake Co., Elkhart, Ind.
Footboards	Apex Railway Products Co., Chicago
Side step treads	Blaw-Knox Co., Pittsburgh, Pa.
Headlight; number lightboxes	Pyle-National Co., Chicago
Sun visors	Fulton Co., Milwaukee, Wis.
Inspection card holders	Adams & Westlake Co., Elkhart, Ind.
Marker lights	Lovell-Dressel Co., Arlington, N. J.
Vent, grid type, with weather cap	Protectoseal Co., Chicago
Pneuphonic horn	Westinghouse Air Brake Co., Wilmerding, Pa.
Sanders	Prime Manufacturing Co., Milwaukee, Wis.
Fire extinguisher, and bracket	Walter Kidde & Co., Belleville, N. J.
Fire extinguisher	Pyrene Manufacturing Co., Newark, N. J.

in the trucks. The air-brake equipment is a 24 RL dual-station, automatic and self-lapping straight-air brake. The trucks have six wheels. The electrical equipment, which is Westinghouse throughout, includes six Type 370-DL traction motors, series type, axle hung, forced ventilated, and equipped with single-reduction gearing which drives the locomotive. Other electrical equipment includes two main generators, Type 499-B, two exciters, two fan generators, and two traction-motor-blower motors.

The eight-cylinder, 9-in. by 12-in. Lima-Hamilton Diesel engines in the locomotive are pressure-charged to develop 1,250 hp. each. The pressure-charging is accomplished by an Elliott pressure-charger, and is accompanied by intercooling the pressure-charged air between the charger and the engine intake. This intercooling of intake air produces lower temperatures throughout the cycle. The Diesel engine, and all its parts, are also interchangeable with the engines in the 1,200-hp. locomotives.

Controls are electro-pneumatic, with two stations for the operator. The controls are used with a Woodward-type governor and governor operator, and a Woodward-type load control using a face-plate type rheostat. Traction motors are connected in two groups of three in series across the generator. Two steps of field shunting are provided with automatic switching. There is push button control of lighting and other auxiliary apparatus. Compressed air for electro-pneumatic apparatus is 70 lb. per sq. in. while wheel-slip relays operate a light, warning the engineman when the slipping of a pair of wheels occurs. The tractive-force curve indicates speed-tractive effort characteristics.



Donald Gordon (right), president of the Canadian National, conferring with Dr. K. E. Dowd (left), chief medical officer of the road, and D. W. E. Thompson, in a new medical car for the C.N.'s traveling clinic service for its employees. The road now has four medical cars in this service and a tour of duty keeps each car rolling over the lines for two years before returning to its home terminal. One car covers the Atlantic region, Quebec and the C.N. and Central Vermont lines in New England. Another operates in southern Ontario and on Grand Trunk Western lines. The third covers northern Ontario and Manitoba and a fourth serves the remainder of the western provinces to the Pacific coast

The new Akron station dominates a large plaza near the heart of the city. Illusion of greater length is created by the windowed walls at the ends of the building

Modern Motif Is Feature of New Station

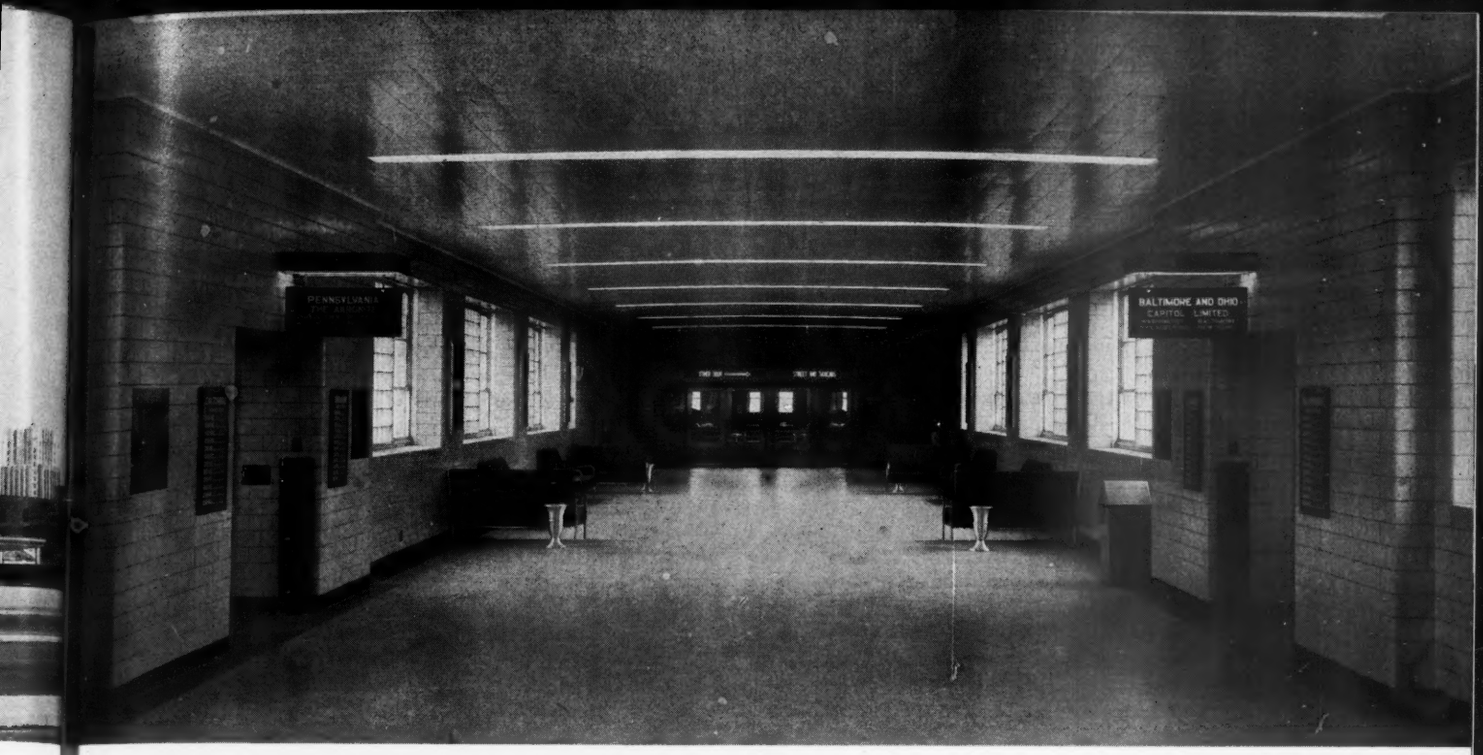
Conveniences for patrons, colorful decoration, radiant heating and generous dimensions are highlights of new Union Station at Akron, Ohio

The waiting-room furniture carries out the modern style of the building. In the background is the newsstand and soda fountain, flanked by passages leading to the rest rooms

On April 28, the Akron Union Passenger Depot Company—a jointly owned subsidiary of the Baltimore & Ohio and the Pennsylvania—dedicated a new and highly attractive passenger station, which features the latest in building materials, architectural design, interior decoration and other appointments. The exterior of the structure has the simple lines of modern architecture, while the interior features a single waiting room of generous size, tastefully decorated and furnished with upholstered lounge chairs and settees. Among the many conveniences for patrons are an attractive lounge for women, a reversible moving stairway for conveying passengers between the track level and an overhead concourse at street level, and a baggage checking counter in the waiting room, immediately adjacent to the ticket office.

The new station serves main-line trains of the B. & O. running between Chicago, Pittsburgh, Pa., and the East; Pennsylvania trains running between Akron and New York and Cleveland and Columbus, Ohio; and a shuttle train of the latter road operating between Akron and Hudson, 13 mi., which connects with all P.R.R. trains between Cleveland and Pittsburgh. Its location is about five blocks from the old Union Depot, a structure built many years ago, which was long ago outgrown by the highly industrial city of Akron.

The tracks of the B. & O. and the Pennsylvania are



Looking through the 28-ft. wide concourse toward the waiting room. Both glass-block panels and clear glass panes are used to daylight the concourse

used jointly by both roads in passing through Akron and, in the vicinity of the new station, extend almost due east and west. The new building is located on the south side of the tracks where they are depressed about 22 ft. below street level, a situation which led to a three-level design with express, mail and baggage activities confined to the lower level, while the public rooms and facilities are on the upper level at street elevation. A partial mezzanine, between the upper and lower levels, is used for office space and storage.

Access to and from trains is provided by an enclosed and heated concourse, 28 ft. wide and 197 ft. long, which extends northward from the station across the five tracks of the station layout and three adjacent tracks of the Erie, to a tunnel which leads to a large bus station and through it to East Broadway. Near the mid-point of the concourse, and on the east side, is an enclosed reversible moving stairway leading down to an island platform at track level, while an enclosed conventional stairway extends between those two levels in the opposite direction. A feature of the track layout is the provision of one Pullman track at each end of the island platform, where sleeping cars may be spotted for passengers to enter and leave them at convenient hours.

Situated in Plaza

The station is situated on a large plot of land acquired for this purpose some time ago. A new access street south of the station plaza, has been constructed between Center and Exchange streets, located directly east and west of the station, respectively. The station is set back 70 ft. from the new street. The adjacent areas are attractively landscaped and a parking area has been provided directly across the access street.

Automobiles and taxis approach the station entrances over a wide curved driveway which is separated from the street by a broad curb. Pedestrians approach by means of curved walkways along the edge of the track depression. A low wall of buff brick, capped with polished red granite, extends along the track side of the walk, serving a decorative as well as a safety function.

Exterior Features

The facade of the station presents an attractive appearance with clean, simple lines. The station proper is 131 ft. in length and the dominating feature of the facade is the high central portion, 79 ft. long, which rises 33 ft. above the ground. Extending from each end of the facade is a wall 30 ft. long, which contains windows and appears to be an extension to the building. Thus the illusion of greater length is created. The roof lines of the building and the tops of the end walls are stepped down to successively lower elevations, adding to this effect. An aluminum canopy extends across the full length of the building, including the walls.

The central part of the building above the canopy is faced with cut limestone, while the flanking sections and walls are faced with buff brick. A belt course of red polished granite extends along the full length of the facade beneath the canopy. The principal exterior decorations are the words "Union Depot" in large aluminum letters, and a large clock face of similar material, both located above the canopy and centered with respect to the face of the building.

Large Waiting Room

The station is entered through two passages, each containing two sets of double doors. One of the main entrances is located near each end of the central part of the building. They lead directly to the waiting room, which is 46 ft. by 69 ft. in plan. This room is highly attractive, with a floor of grey terrazzo, walls of mottled terra cotta squares to a height of 11 ft. 2 in., and plaster, painted bluish grey, above. The ceiling, 24 ft.

6 in. above the floor, is of acoustic metal tile, relieved by continuous recessed troffers for fluorescent lights, extending across its full width.

Above the terra cotta wainscot on the street side are five large windows of translucent glass, extending to the ceiling level and separated by plaster panels painted bluish grey.

The waiting room and concourse furniture include a number of settees and armchairs of aluminum construction, upholstered in synthetic leather in colors that harmonize with the decoration of the waiting room. A number of end tables and pedestal-type ash trays of similar design are placed conveniently about the room.

On entering the waiting room from the street, the patron finds the ticket office to his left, extending across the west end of the room, while a newsstand, flanked by passages leading to the men's and women's rest rooms, is located at the east end. At the center of the north wall are two sets of double doors leading to the concourse. To the west of the doors are a bulletin board for train announcements and a small booth for the use of the Travelers Aid Society or similar organizations. To the right of the doors are a bulletin board for announcements of a general nature and a passage leading to a stairway intended primarily for special-train parties.

The Ticket Office

The ticket office and related facilities occupy the entire west end of the building. The counter is centered in the end of the waiting room, being flanked by the agent's and cashier's offices on the street side and by the baggage-check counter on the track side. The counter is of the open type and, on the waiting room side, is faced with marble which extends up to the counter level, 3 ft. 6 in. above the floor. The top of the counter is of black Formica.

A partition of glass panels, 2 ft. 6 in. high, surmounts the full 24-ft. length of the counter, the panels alternating with five openings, each 2 ft. wide, which comprise the ticket windows. Each window opening is composed of five 3-in. by 24-in. glass strips, placed horizontally across the opening, alternating with 3-in. horizontal openings. The strips at each window are held in position by brass posts on either side.

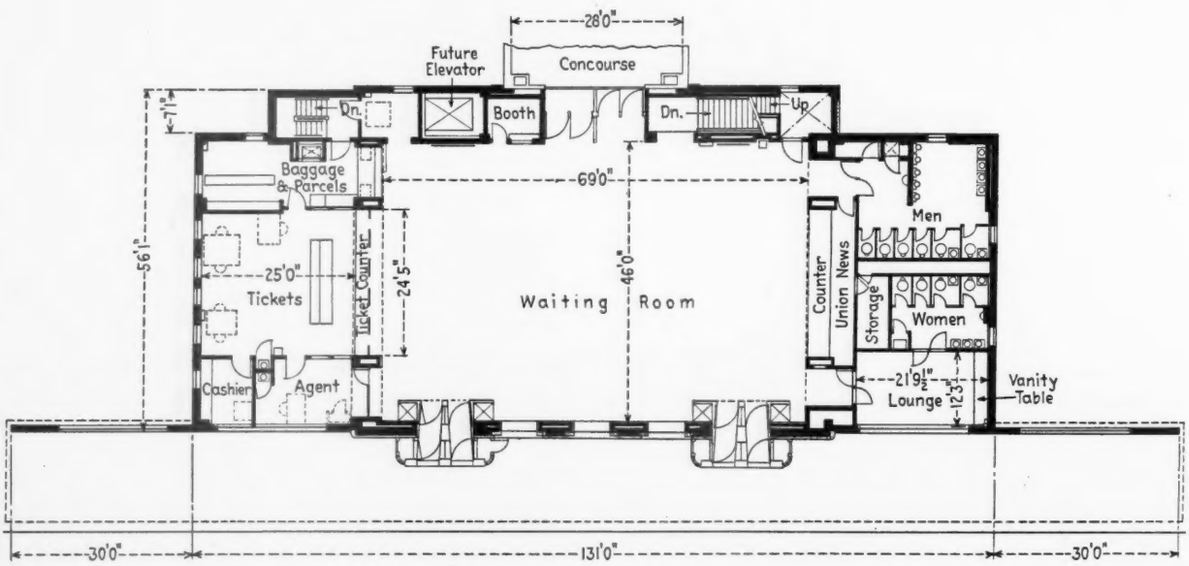
The rear side of the counter is so arranged that each window has its own cash drawer, telephone, dating stamp recess, stamp drawer, tariff drawer, and an ample number of drawers for the storage of blank and card tickets. Directly behind the counter is a large make-up counter and cabinet, containing storage space for interline tickets and public timetables. This cabinet also serves to screen the ticket sellers' work space, behind the cabinet, from the waiting room. All of the cabinet work has a glossy walnut finish.

The ticket counter is illuminated by fluorescent fixtures in a continuous troffer in the ceiling directly above the counter, which is 8 ft. 8 in. above the floor. The ticket office is floored with brown *jaspe* linoleum and has plaster walls of the same color as the waiting room. The ceiling is of acoustic tile.

The baggage check counter, directly north of the ticket office, is similar in many respects to the ticket counter, being finished in walnut and topped with blue Formica. Directly below the counter is a pair of small sliding doors through which baggage may be passed. Ample racks for storing baggage until it is called for are provided in a room behind the counter. An electrically operated dumb waiter is provided for transferring baggage between the waiting-room and track levels.

Attractive Rest Rooms

The women's and men's rest rooms, as already mentioned, are at the opposite end of the waiting room from the ticket office, being entered through passages on each side of the newsstand. The women's rooms,



Plans showing the arrangement of the station at the street level

on the street side of the station, include a lounge of generous size, floored with brown *jaspe* linoleum tiles. The walls of this room are of plaster, painted pale green, and the ceiling is of metal tile. A vanity table, covered with blue linoleum, is built across the east end of the room. Uphostered furniture, similar to that in the waiting room, is provided in the lounge.

Both the toilet rooms are of similar design, with terrazzo floors, walls of grey-green structural glass to a height of 7 ft., and plaster, painted bluish grey, to the ceiling. The toilet stalls are also of structural glass of the same color as that used in the walls. The plumbing fixtures are bright green in color and of the latest design.

The stairway north of the baggage room leads to a mezzanine level located between the street and track levels at the west end of the building. This level is divided into several rooms, the largest, 23 ft. by 25½ ft., being occupied by the Pullman reservation bureau. Also on the mezzanine are lounge and toilet rooms for employees, similar to, but smaller than, those on the street level, a locker room for the ticket agents and storage space for records.

Color Scheme

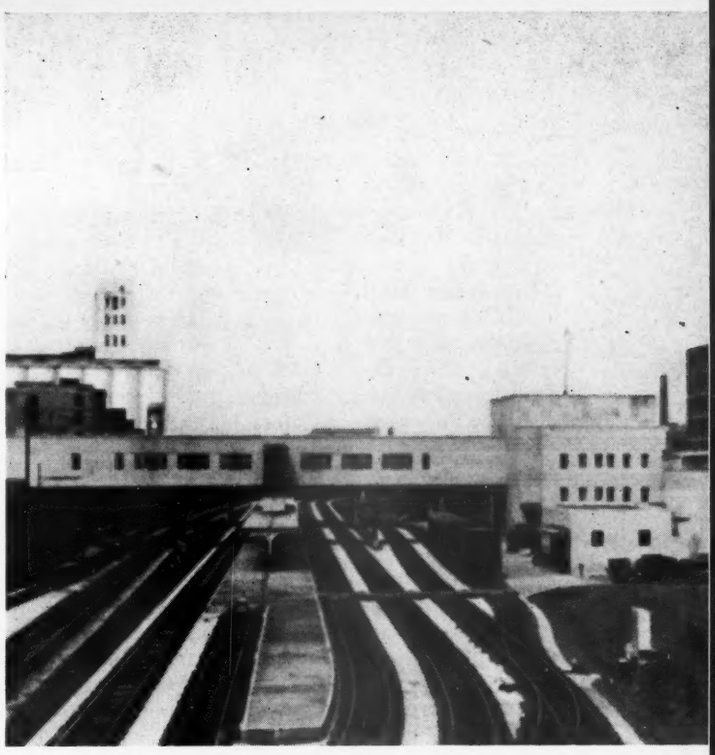
The station concourse, which, as pointed out earlier, extends directly north from the waiting room across the tracks, is 28 ft. wide and has a flat-arched ceiling, 12 ft. above the floor at the crown. The floor is terrazzo and the walls are pale green glazed tile. The ceiling is of acoustic tile with recessed fluorescent troffer fixtures for night lighting. During the day, the concourse is lighted by clear windows and glass block panels in both walls.

Mail, baggage and express activities are carried on at the track level, the express business being done in a separate building, west of the station proper. A driveway leads from the street to the express building and to the west end of the mail room in the station. Post Office Department trucks may back up to three overhead doors in the west wall of the building, which open onto a platform just inside the station. This platform is at the proper level for unloading the street trucks, and is also at the proper level for platform trucks operating within the building. The latter can then be handled through the north door of the mail room to the track platforms. Baggage may also be checked at a counter on this level.

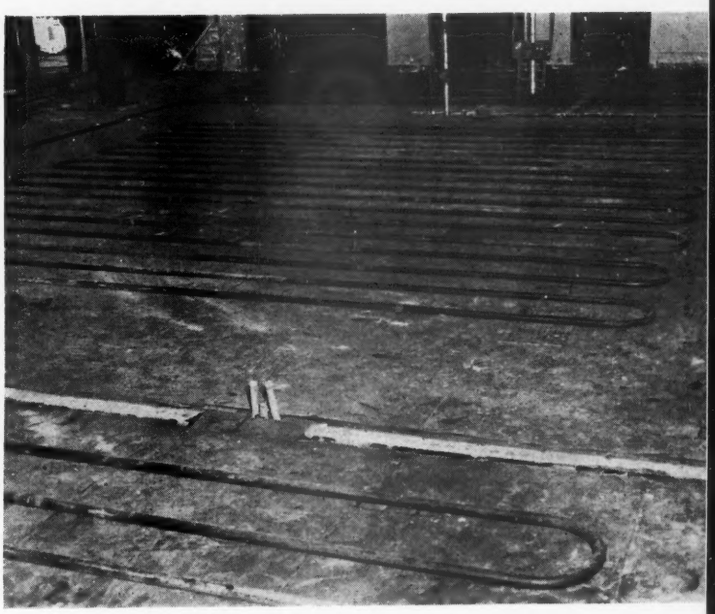
Three Types of Heating

The basement includes a room housing the controls for heating the building. Three types of heating are used, all functioning on hot water. Radiant heating is employed in the waiting room, the concourse and the toilet rooms on the street level. Convector-type radiators are used to heat the ticket office and the baggage room on the street level, and all rooms on the mezzanine level. These radiators are located directly beneath the windows of the rooms involved. Finally, unit heaters are used at all outside doorways, to counteract blasts of cold air which may develop when these are open, and also in the various rooms at track level.

Steam for heating the station is purchased from an outside source and is passed through heat exchangers

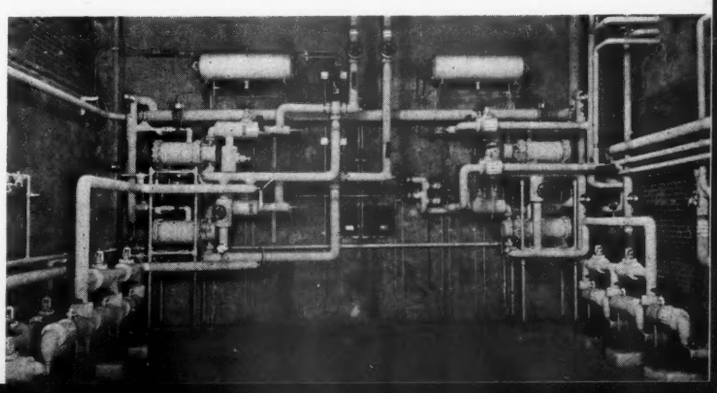


The track and platform arrangement is shown here. The new express building is in the right foreground



More than 10,500 linear feet of wrought iron pipe were used in the radiant heating and other heating systems in the new building

The heat control room on the track level contains controls for directing heat to all parts of the station. Steam is purchased now, but provision has been made to install boilers, should this prove desirable



in which the water for the three independent systems is heated. Provision has been made for installing boilers in the future, should this become desirable.

The radiant heating system comprises more than 7,000 ft. of wrought-iron pipe, ranging from ½ in. to 2½ in. in size, laid in a bed of concrete below the wearing surfaces of the floors of the rooms so heated, An additional 3,500 ft. of wrought-iron pipe is used in the service lines to the radiators and the unit heaters.

Track Arrangement

The track layout includes a mail and express track directly north of the station, served by a 600-ft. platform. This track is intended also for handling special parties—such as those bound for football and basketball games—and it will be remembered that a separate stairway leading from the waiting room is provided for the use of such parties. The remaining tracks include, from south to north, a switching track, a through freight track, and two passenger tracks, these being served by the 1,460-ft. island platform. A steel platform shelter of the butterfly type extends 160 ft. each way from the bottom of the two stairwells. These adjoin canopies which extend along both sides of the stairwells, bringing the total length of shelter to 492 ft. The roof of the shelter is of the built-up type laid over 3-in. precast concrete slabs.

Revising the existing track layout to the new plan involved the construction and shifting of about 14,000 ft. of track, all of which, including signal changes, was done by company forces.

The new station was planned and constructed under the general direction of A. C. Clark, chief engineer of the B. & O., Baltimore, Md., and D. L. Sommerville, chief engineer of the Central region of the Pennsylvania, Pittsburgh, Pa. J. T. Bean, engineer in charge, of the Pennsylvania, and L. G. Long, engineering inspector of the B. & O., were in direct charge of the work in the field. Preliminary plans for the station were developed by L. P. Kimball, engineer of buildings of the B. & O., Baltimore, who also supervised later planning work handled by Taylor & Fisher, architects of Baltimore. The Clemmer Construction Company of Akron was the general contractor on the work, while Whitman Requardt & Associates, Baltimore, were retained by the architects as mechanical and structural engineering specialists.

TWO BIG JOBS AT ONE TIME

Communication . . .

A Simple Solution to the Motive-Power Problem

CHICAGO

TO THE EDITOR:

The principal editorial in your issue of April 15, with above heading, is highly interesting, but did not the writer overlook the skilled labor problem?

He envisions, for illustration, the complete Dieselization of the Class I railroads, with 20,000 or 25,000 Diesel-electric units and a reserve of 10,000 or 15,000 steam locomotives which would be stored, with pooled shop and terminal facilities, for emergency use.

In the period of years mentioned by your editorial writer, as a guess for the application of the foregoing policy, "of say ten or twenty years hence," practically all of the remaining steam locomotive enginemen would either have passed out of service or would be unqualified for the operation of steam locomotives. It is a comparatively simple matter to qualify a steam locomotive fireman to sit on the left side of a Diesel locomotive cab to check signals and pass drinking water to the right side when required. But it is by no means so simple a matter to qualify an engineman, whose entire service and experience has been in Diesel locomotives, for steam locomotive service. A lot more experience and knowledge is necessary for either right-hand or left-hand sides to qualify for the proper operation of steam power, with its multitude of manually operated appurtenances, most of which are additional to those required for the road operation of the Diesel.

It seems to me that our Class I railroads might find difficulty in using steam locomotives from a pool much sooner than the period mentioned by the editorial writer, should the emergency arise. Under our established seniority rules and qualification practices, men cannot be arbitrarily transferred from railroad to railroad, or from district to district, or even from division to division. For example, how could the G.M.&O. operate ten years from now with steam locomotives borrowed from the pool? It is already completely Dieselized (as recently announced in your columns) and its older enginemen, experienced in steam, may be gone by then. Its more recently hired firemen may not know what the back-head of a steam locomotive boiler looks like, to say nothing of handling the fire, water, headlight turbines, power reverse, and blow-off cocks of steam locomotives, as well as many other necessary duties connected with their operation.

L. F. WILSON
Wilson Engineering Corporation

First Quarter Purchases $581 Million

Equipment orders in first 3 months set buying pace — 24,661 cars ordered — Purchases on upswing in March

Purchases of materials, supplies and fuel, plus equipment orders, by Class I railroads during the first quarter of 1950 reached a total of $581,619,000. (This figure includes almost $211 million for equipment alone.) This total is more than $40 million greater than similar expenditures in the first quarter of 1949. As a matter of fact, equipment orders in the month of March, 1950, alone, were almost double those for the whole first quarter of 1949.

The accompanying tables show that the trend of purchases of materials and supplies is upward. This includes all items in the *Railway Age* breakdown with the exception of crossties.

The estimated value of equipment orders to April 1, includes $123,305,000 for 24,661 freight cars, $83,146,000 for 594 Diesel-electric locomotive units and $4,420,000 for 46 passenger cars.

While dollar totals of inventories declined slightly in March, the drop was small, compared to what has prevailed for many months. That curve definitely is flattening out.

1950 RAILWAY PURCHASES*

	March (000)	Three Month Totals 1950 (000)	Three Month Totals 1949 (000)
Equipment**	$ 52,945	$210,871	$ 30,790
Rail	7,925	23,320	26,426
Crossties	4,436	11,709	22,170
Other Material	74,356	197,185	280,892
Total from Manufacturers	$139,662	$443,085	$360,278
Fuel	57,288	138,534	181,151
Grand Total	$196,950	$581,619	$541,429

*Subject to revision
**Amount placed on order

MARCH* PURCHASES OF MANUFACTURED GOODS (Excl. Equip. & Fuel)

Year	March '50 Compared to Other Marches (000) Amt.	% Change	Month	March '50 Compared to Other Months '49 and '50 (000) Amt.	% Change	Year	Three Month Totals '50 and Other Years (000) Amt.	% Change
1944	$90,103	— 4	Jan. '49	$110,271	— 21	1944	$247,040	— 6
1945	84,862	+ 2	Apr. '49	107,451	— 19	1945	237,472	— 2
1946	75,512	+ 15	July '49	91,906	— 6	1946	213,636	+ 9
1947	100,398	— 14	Oct. '49	66,986	+ 29	1947	287,108	— 19
1948	117,300	— 26	Jan. '50	74,069	+ 17	1948	319,241	— 27
1949	114,187	— 24	Feb. '50	71,428	+ 21	1949	329,488	— 30
1950	86,717		Mar. '50	86,717		1950	232,214	

MARCH* PURCHASES OF RAIL

Year	March '50 Compared to Other Marches (000) Amt.	% Change	Month	March '50 Compared to Other Months '49 and '50 (000) Amt.	% Change	Year	Three Month Totals '50 and Other Years (000) Amt.	% Change
1944	$7,700	+ 3	Jan. '49	$7,407	+ 7	1944	$20,387	+ 14
1945	6,531	+ 21	Apr. '49	10,885	— 27	1945	18,227	+ 28
1946	3,250	+143	July '49	11,021	— 28	1946	9,181	+154
1947	6,779	+ 17	Oct. '49	2,874	+176	1947	21,532	+ 8
1948	8,822	— 10	Jan. '50	8,887	— 11	1948	24,722	— 6
1949	10,328	— 23	Feb. '50	6,508	+ 22	1949	26,426	— 12
1950	7,925		Mar. '50	7,925		1950	23,320	

MARCH* PURCHASES OF CROSSTIES

Year	March '50 Compared to Other Marches (000) Amt.	% Change	Month	March '50 Compared to Other Months '49 and '50 (000) Amt.	% Change	Year	Three Month Totals '50 and Other Years (000) Amt.	% Change
1944	$7,370	— 40	Jan. '49	$7,473	— 41	1944	$20,940	— 44
1945	5,540	— 20	Apr. '49	7,758	— 43	1945	16,600	— 29
1946	7,987	— 44	July '49	7,239	— 39	1946	19,931	— 41
1947	8,198	— 46	Oct. '49	4,980	— 11	1947	22,549	— 48
1948	5,868	— 24	Jan. '50	3,744	+ 18	1948	16,134	— 27
1949	7,951	— 44	Feb. '50	3,529	+ 26	1949	22,170	— 47
1950	4,436		Mar. '50	4,436		1950	11,709	

*Subject to revision

MARCH* PURCHASES OF OTHER MATERIAL

March '50 Compared to Other Marches (000)			March '50 Compared to Other Months '49 and '50 (000)			Three Month Totals '50 and Other Years (000)		
Year	Amt.	% Change	Month	Amt.	% Change	Year	Amt.	% Change
1944	$75,033	— 1	Jan. '49	$95,391	— 22	1944	$205,713	— 4
1945	72,791	+ 2	Apr. '49	88,808	— 16	1945	202,645	— 3
1946	64,275	+ 16	July '49	73,646	+ 1	1946	184,524	+ 7
1947	85,421	— 13	Oct. '49	59,132	+ 26	1947	243,027	— 19
1948	102,610	— 28	Jan. '50	61,438	+ 21	1948	278,385	— 29
1949	95,908	— 22	Feb. '50	61,391	+ 21	1949	280,892	— 30
1950	74,356		Mar. '50	74,356		1950	197,185	

MARCH* PURCHASES OF FUEL

March '50 Compared to Other Marches (000)			March '50 Compared to Other Months '49 and '50 (000)			Three Month Totals '50 and Other Years (000)		
Year	Amt.	% Change	Month	Amt.	% Change	Year	Amt.	% Change
1944	$53,277	+ 8	Jan. '49	$65,368	— 12	1944	$153,659	— 10
1945	48,538	+ 18	Apr. '49	50,062	+ 14	1945	139,713	— 1
1946	53,881	+ 6	July '49	37,104	+ 54	1946	154,538	— 10
1947	58,539	— 2	Oct. '49	31,938	+ 79	1947	173,792	— 20
1948	68,932	— 17	Jan. '50	46,733	+ 23	1948	212,585	— 35
1949	58,007	— 1	Feb. '50	34,513	+ 65	1949	181,151	— 24
1950	57,288		Mar. 50	57,288		1950	138,534	

MARCH* TOTAL PURCHASES (Excl. Equip.)

March '50 Compared to Other Marches (000)			March '50 Compared to Other Months '49 and '50 (000)			Three Month Totals '50 and Other Years (000)		
Year	Amt.	% Change	Month	Amt.	% Change	Year	Amt.	% Change
1944	$143,380	——	Jan. '49	$175,639	— 18	1944	$400,699	— 7
1945	133,400	+ 8	Apr. '49	157,513	— 9	1945	377,185	— 2
1946	129,393	+ 11	July '49	129,010	+ 12	1946	368,174	+ 1
1947	158,937	— 9	Oct. '49	98,924	+ 46	1947	460,900	— 20
1948	186,232	— 23	Jan. '50	120,802	+ 19	1948	531,826	— 30
1949	172,194	— 16	Feb. '50	105,941	+ 36	1949	510,639	— 27
1950	144,005		Mar. '50	144,005		1950	370,748	

MARCH* INVENTORIES OF SCRAP

March '50 Compared to Other Marches (000)			March '50 Compared to Oth. Months '49 and '50 (000)		
Year	Amt.	% Change	Month	Amt.	% Change
Mar. 1, '44	$9,925	+ 30	Jan. 1, '49	$18,849	— 31
'45	14,093	— 8	Apr. 1, '49	18,872	— 32
'46	11,542	+ 12	July 1, '49	16,535	— 22
'47	17,017	— 24	Oct. 1, '49	16,053	— 20
'48	16,409	— 21	Jan. 1, '50	14,874	— 13
'49	18,532	— 30	Feb. 1, '50	14,840	— 13
'50	12,922		Mar. 1, '50	12,922	

MARCH* INVENTORIES OF RAIL

March '50 Compared to Other Marches (000)			March '50 Compared to Oth. Months '49 and '50 (000)		
Year	Amt.	% Change	Month	Amt.	% Change
Mar. 1, '44	$25,199	+ 61	Jan. 1, '49	$33,243	+ 22
'45	26,760	+ 52	Apr. 1, '49	42,681	— 5
'46	21,892	+ 85	July 1, '49	36,486	+ 11
'47	31,217	+ 30	Oct. 1, '49	37,475	+ 8
'48	37,341	+ 9	Jan. 1, '50	31,926	+ 27
'49	39,054	+ 4	Feb. 1, '50	36,893	+ 10
'50	40,594		Mar. 1, '50	40,594	

MARCH* INVENTORIES OF FUEL

March '50 Compared to Other Marches (000)			March '50 Compared to Oth. Months '49 and '50 (000)		
Year	Amt.	% Change	Month	Amt.	% Change
Mar. 1, '44	$49,749	— 21	Jan. 1, '49	$96,900	— 59
'45	52,237	— 25	Apr. 1, '49	82,014	— 52
'46	61,588	— 36	July 1, '49	81,567	— 52
'47	52,233	— 25	Oct. 1, '49	63,534	— 38
'48	65,071	— 39	Jan. 1, '50	48,978	— 20
'49	88,647	— 56	Feb. 1, '50	45,969	— 14
'50	39,369		Mar. 1, '50	39,369	

MARCH* INVENTORIES OF CROSSTIES

March '50 Compared to Other Marches (000)			March '50 Compared to Oth. Months '49 and '50 (000)		
Year	Amt.	% Change	Month	Amt.	% Change
Mar. 1, '44	$76,254	+ 39	Jan. 1, '49	$94,256	+ 12
'45	78,090	+ 36	Apr. 1, '49	101,987	+ 4
'46	76,253	+ 39	July 1, '49	95,167	+ 10
'47	92,861	+ 14	Oct. 1, '49	96,515	+ 10
'48	98,843	+ 7	Jan. 1, '50	101,394	+ 4
'49	98,833	+ 7	Feb. 1, '50	102,491	+ 3
'50	105,934		Mar. 1, '50	105,934	

MARCH* TOTAL INVENTORIES†

March '50 Compared to Other Marches (000)			March '50 Compared to Oth. Months '49 and '50 (000)		
Year	Amt.	% Change	Month	Amt.	% Change
Mar. 1, '44	$555,019	+ 31	Jan. 1, '49	$855,112	— 15
'45	611,102	+ 19	Apr. 1, '49	893,195	— 19
'46	606,730	+ 19	July 1, '49	854,036	— 15
'47	691,487	+ 5	Oct. 1, '49	795,522	— 9
'48	794,742	— 9	Jan. 1, '50	725,521	——
'49	831,766	— 18	Feb. 1, '50	726,394	——
'50	724,590		Mar. 1, '50	724,590	

MARCH* INVENTORIES OF OTHER MATERIAL

March '50 Compared to Other Marches (000)			March '50 Compared to Oth. Months '49 and '50 (000)		
Year	Amt.	% Change	Month	Amt.	% Change
Mar. 1, '44	$393,892	+ 33	Jan. 1, '49	$611,864	— 14
'45	439,922	+ 20	Apr. 1, '49	647,641	— 19
'46	435,455	+ 21	July 1, '49	623,281	— 16
'47	498,159	+ 6	Oct. 1, '49	581,945	— 10
'48	577,078	— 9	Jan. 1, '50	528,399	——
'49	636,700	— 17	Feb. 1, '50	526,201	——
'50	525,771		Mar. 1, '50	525,771	

*Subject to revision

†All total inventory figures taken from I.C.C. statement M-125 for the month indicated.

General view of the yard at Haifa, Israel's most important port

REPORT FROM ISRAEL

Mechanization of maintenance work and adoption of mass transportation techniques necessary, Perlman says

Photographs by Orient Press Photo Company, Tel Aviv; Keren Hayesod, Jerusalem; and Charlotte & Gerda Meyer, Haifa

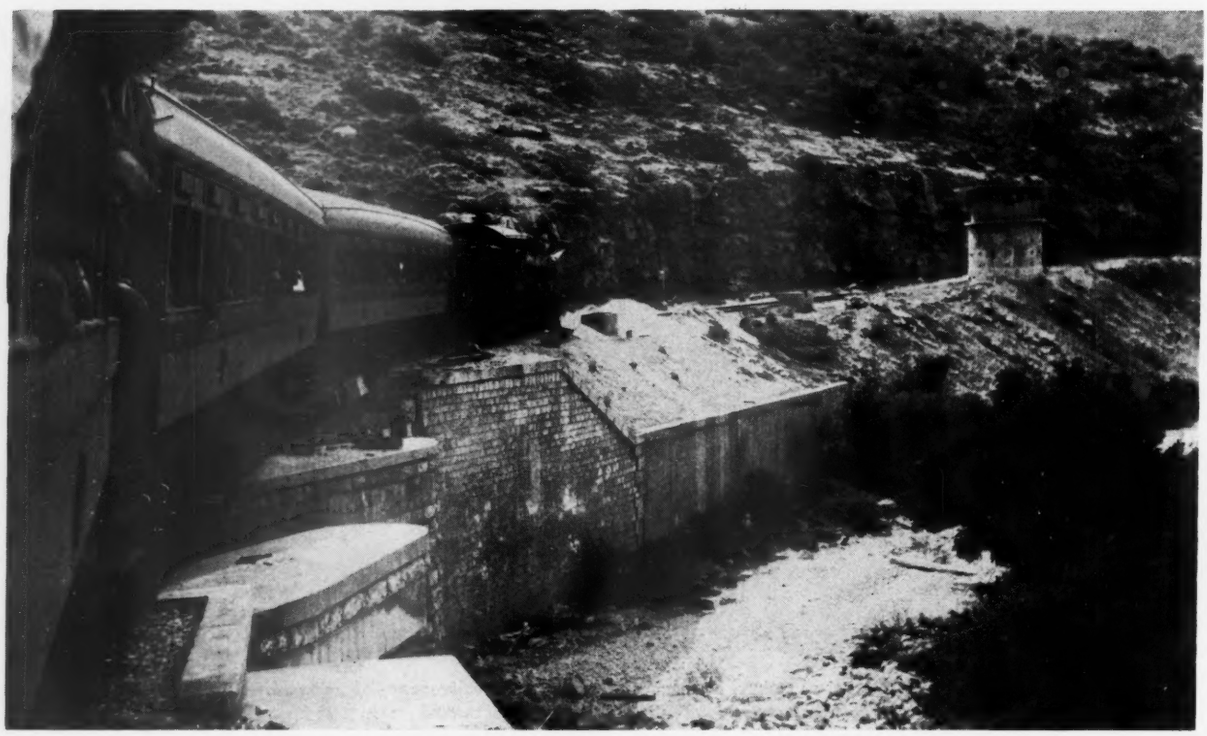
Mechanization, particularly of maintenance-of-way work, is an absolute "must" if the railways of Israel are to do their part in maintaining the improved standard of living already achieved by that country's rapidly increasing population, according to A. E.

Replacement of manual by mechanical methods in maintenance-of-way work is one of the Israel Railway's greatest needs, according to Mr. Perlman

Above—Most of the 90-odd locomotives which constitute the I. R.'s motive power are oil-burning steam units; a substantial number are less than 12 years old. Rolling stock, which includes about 2,600 freight cars and 100 passenger cars, is said to be in generally good condition, but could be improved by automatic brakes—now on only about 30 per cent of the cars—and automatic couplings

Left—Girls are widely employed as ticket collectors

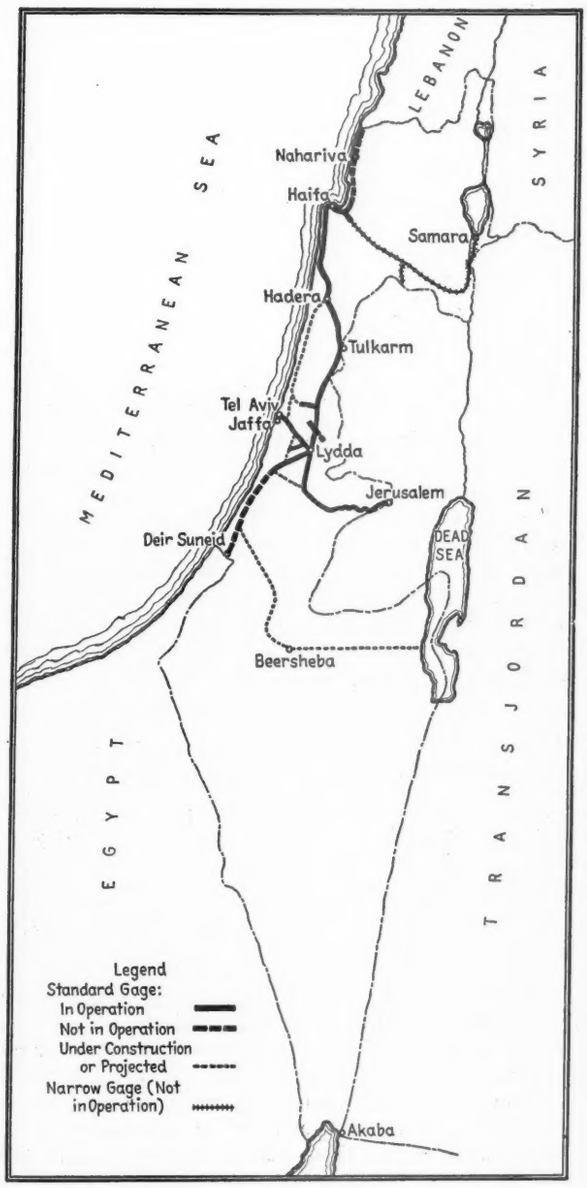
Below—The Lydda-Jerusalem line has grades up to two per cent. The stone tower at the right is a fortress built to protect the bridge over which the train is passing



A typical I. R. track gang

A. E. Perlman

The 300-mi. Israel Railway is principally standard gage. One of the lines shown here as under construction will shorten by about 20 mi. the present 80-mi. Haifa-Tel Aviv line. With all lines in operation, the I. R., by connecting Turkish lines on the north with the Egyptian system on the south, would be an important link in the only through rail route between Europe and Africa



Perlman, general manager of the Denver & Rio Grande Western.

As briefly stated in the *Railway Age* of May 6, page 56, Mr. Perlman returned to this country on May 2, following a 30-day inspection of the Israel Railway. His official report and recommendations to the government of Israel will cover such subjects as Dieselization and modernization of rolling stock, shops, signaling, dispatching methods, and maintenance and operating practices. It may result in eventual purchase in the United States of various types of railroad equipment and machinery.

Service at the present time, he told an editor of *Railway Age*, is generally good, particularly on passenger trains. Freight trains, however, are limited to about 800 tons, gross, on the line between Haifa and Tel Aviv, and to about 250 tons on the line from Lydda to Jerusalem, which has grades up to two per cent. Heavier train loads, adoption of American mass transportation techniques and elimination of present manual methods of track maintenance are all necessary, in Mr. Perlman's opinion, if the system is to provide wholly adequate transportation; continue, as it is now doing, to pay wages approximating the American scale, and become self-supporting.

The railway was severely damaged by sabotage during the Arab-Jewish war, but this has now been largely repaired, at least on main lines. The system was further handicapped by the fact that, prior to establishment of the present government, only about seven per cent of railway employees were Jewish, the balance being British and Arabian. When the British withdrew, the Jewish state had to take over operation of the railway with little advance preparation, using the small nucleus of former employees plus others—particulary enginemen—who had been secretly trained prior to British evacuation.

What Roller Bearings

The installation of Diesel-electric motive power on American railroads has been so spectacular that it is doubtful whether any other industry ever made such a major change in prime power so effectively in so short a time. Unfortunately, it has had its painful and discouraging effects. Extensive and drastic changes in operation and maintenance have been necessary. Existing systems and methods, established by experience with steam power, were totally inadequate to realize the full efficiency of this type of tractive power. This was true also of the human element. No longer was it possible to maintain locomotive equipment with a handful of simple tools. Back shop and roundhouse mechanics had to return to school to learn new trades.

While the Diesel-electric locomotive eliminated many of the headaches common to steam locomotives, new troubles arose to plague both operating and maintenance personnel. To begin with, the Diesel engine is so finely designed that only a skilled and experienced mechanic is qualified to regulate its many controls and mechanisms.

All electric locomotives used a wide variety of driving mechanisms to convert electrical power into mechanical energy. The old Pennsylvania DD1 locomotives employed connecting rods as the driving connection between motor and wheels. The gearless locomotives used by the Chicago, Milwaukee, St. Paul & Pacific for many years enjoyed a certain popularity. With improvements in electric motors, it became more feasible to employ the axle-hung variety as it simplified maintenance as well as the design of the locomotive's running gear. However, the location of the motor between the wheels of the running gear required that the motor and motor bearings fit between the limits established by standard track gage.

Into this limited space, where loads and speeds are high, the anti-friction bearing very quickly found its proper place. Motor designers are emphatic in stating that the present traction motor could not have been built without the roller bearing.

At first, speeds and loads on this type of application were moderate, but these were increased by continuous motor improvements. In order to evaluate current operational requirements, anti-friction bearing manufacturers had constantly to keep an eye on the future. The table indicates to some extent one important change noted in the last 20 years.

Comparison of Armature Revolutions per Mile on Railroad Traction Motors

Year	Gear Ratio	Wheel Diameter, In.	Revolutions Per Mile
1931	25/97	72	1,088
1935	22/79	57	1,274
1936	25/52	36	1,166
1939	21/71	46	1,480
1940	22/70	46	1,394
1940	15/62	40	2,090
1946	12/65	40	2,740

It can readily be seen that armature revolutions per mile gradually increased with the reduction in driving wheel diameter and increase in gear ratios. Assuming bearing loads to be approximately the same, it would be necessary to provide bearing capacity on the latest locomotives of a value better than two and one-half times that used on those built in 1929 to obtain the same life in miles. But this isn't all. In 1929, yearly locomotive mileage averaged 125,000 miles. Today, mileages of 250,000 to 300,000 miles are not uncommon. This imposes an additional drain on the potential life of the bearings.

Changes in inspection cycles further emphasize the need for more dependable and greater life in bearings when used on today's equipment and some indication of the extension of these periods is available where motors were built using the very latest improvements in insulation, solder, etc. Quite a few roads have extended their motor overhaul period to 300,000 miles and are expecting to go higher.

It thus becomes increasingly apparent that bearing manufacturers must continually make improvements not only in the design but in the manufacture of bearings in order to keep pace with the very rapid strides being made in the improvement of locomotive equipment. But it is one thing to recognize the need for improvement and another to bring it about. The problem isn't simple. Consider, for example, the actual physical design of the bearings. On the bearing normally used at the pinion end location, the rollers move between two vertical flanges which are an integral part of the outer race. The inner race is a straight sleeve beveled slightly at each end to facilitate the mounting. The cage or retainer is a bronze alloy ring which merely serves the purpose of separating the rollers and forcing them to maintain their proper position.

Control of the Effect of Fatigue

On the commutator end, the outer race and roller assembly of the bearings are similar to that used at the pinion end location. However, on the inner race, an integral flange is provided as well as a removable thrust collar which limits the axial displacement of the inner race. Where the pinion end bearing is commonly referred to as the "free" bearing, the commutator end bearing is normally termed the "held" or "fixed" bearing. The combination of the held and free bearing arrangement allows the shaft the linear freedom required to accommodate thermal expansion.

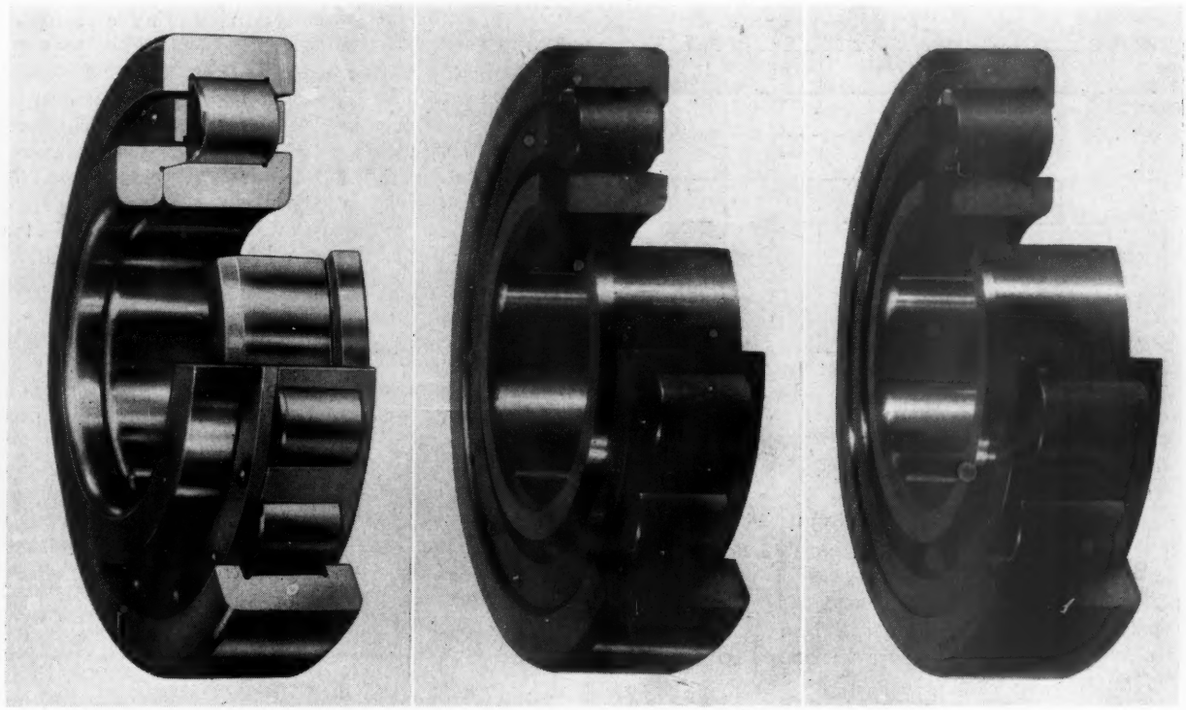
In a normal traction motor application, the load is applied in a direction dictated by the contact angle between the pinion and gear teeth. A zone of approximately 150 deg. around the bearing carries the load. We know from actual measurements, as well as theoretical calculations, that the rollers and races in the load zone deflect under the load a small but measurable amount. As the rollers pass through the loaded area, a succession of deflections takes place, both on the surface of the races and the rollers so that in this movement a complete reversal of stress takes place on the surfaces of the races and rolling elements. We have, therefore, in essence, a fatigue testing machine.

Early in the development work in the design of anti-friction bearings it was found that a wide dispersion

Mean to Diesel-Electric Locomotives

By F. S. BALL
Railway Engineer
SKF Industries, Inc.

Shaft speeds and bearing loads have so increased that the present traction motor could not be built without the roller bearing



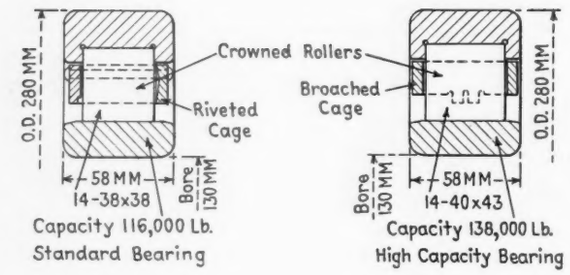
Left—A Type NH commutator-end bearing. Center—A standard NU type cylindrical traction motor pinion-end roller bearing. Right—A high-capacity type pinion-end bearing of the same size

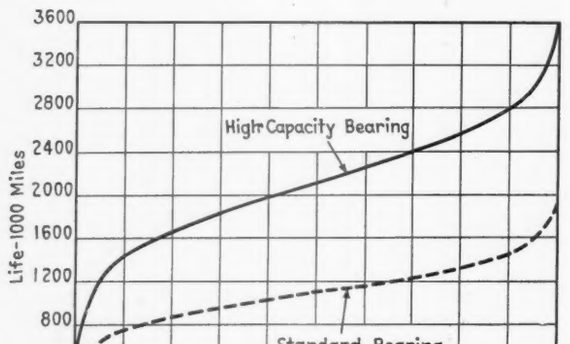
of life is obtained even when bearings are operated under very positively controlled conditions. This dispersion between the maximum and minimum lives obtained from apparently identical bearings occurred in spite of the most scientific methods of controlling the manufacture of the material, its heat, and processing into the finished bearing.

The Theory of Metal Failure

As these failures, especially when observed under controlled conditions, all exhibit the same characteristics, a theory has been evolved which blames the entire situation on metal fatigue. It is a disease that affects any piece of metal when subjected to a reversal of stress. It was once known as crystallization, its appearance due to the fracture crossing the grain boundaries. It is in rods, axles and other locomotive parts which are subjected to repeated stress. These fractures are due to what we know now as the fatigue phenomenon. Certain fundamental facts are known and have been repeatedly verified by investigation. However, to date no practical method has been devised whereby a piece of steel can be analyzed so that the results indicate the potential fatigue endurance of a particular piece or pieces made at the same time under identical processes.

While this dispersion of life may seem to be an unusual condition, it should be realized that many common objects currently used in industry fail from fatigue and the lives obtained may vary widely even though excellent manufacturing controls are exercised. In the bearing industry, however, it was determined as early as 1905 by Stribeck of Germany that one approach which was at least realistic was the inauguration of a large series of endurance tests. Much of what we know about bearing life has been determined by this method. In short, a group of bearings manufactured under as nearly as possible the same conditions and made of steel from the same heat, heat treated at the same time, are placed in testing machines and operated until failure. When failures occur they are carefully analyzed to determine the actual cause; the results of thousands of these tests have given us an indication of what must





A comparison of the designs and characteristics of standard and high-capacity bearings

be done both from a metallurgical and a manufacturing point of view to produce bearings having a high fatigue resistance.

For practical engineering purposes we have decided on adopting a point on the dispersion curve for our design criterion. This point, commonly referred to as minimum life, or 10 per cent failure life, has been selected for the basing point of all our recommendations. In this way, we can say with some degree of accuracy that 90 per cent of the bearings used will operate for this life without danger of fatigue failure. Actually, the majority of this 90 per cent will operate for a considerably longer time, the average of the whole group being approximately one and one-half times the 10 per cent failure life.

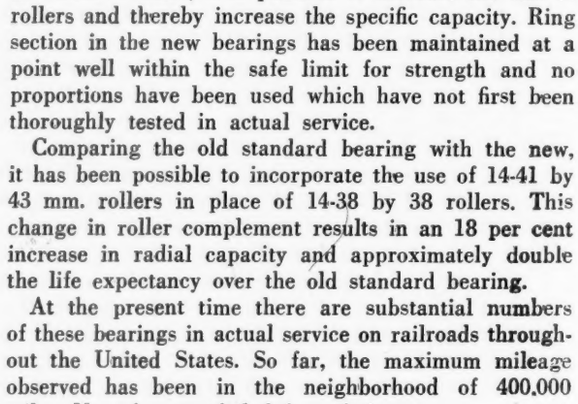
Shortly before World War II, steps were taken by our company to incorporate major improvements in the design of cylindrical roller bearings through the use of the so-called "crown" roller. This development was the result of years of experience with aircraft engine designers. In this industry much emphasis is placed on the reduction of unnecessary weight. Consequently, it was found imperative to devise a means of developing the most capacity within a given space.

Through elaborate laboratory investigations it was learned that improvements in bearing capacity could be obtained without change to the bearing races if the rollers were slightly crowned at each end. This was done to eliminate the development of stress concentration at the edge of the roller paths due to the so-called edge effect. Contrary to general opinion, the distribution of stress at the line of contact between two true cylinders under load is not uniform throughout the entire length of that contact. Instead, due to the edge effect, a rather high concentration takes place at each end, which, of course would lead to early fatigue failure at these points because of the intensity of the stress. Increase of the corner radii at the roller ends brings about no reduction in this concentration of stress as it merely moves it location inward, bringing with that movement a drastic reduction in the actual load carrying capacity.

As a further improvement in carrying capacity of bearings, the internal design as a whole has been reviewed in a move to get greater capacity within a given sectional area. It was found from actual experience on other applications that ring proportions could be reduced without affecting fatigue life in any way. Having this data at hand, it is possible to increase the size of rollers and thereby increase the specific capacity. Ring section in the new bearings has been maintained at a point well within the safe limit for strength and no proportions have been used which have not first been thoroughly tested in actual service.

Comparing the old standard bearing with the new, it has been possible to incorporate the use of 14-41 by 43 mm. rollers in place of 14-38 by 38 rollers. This change in roller complement results in an 18 per cent increase in radial capacity and approximately double the life expectancy over the old standard bearing.

At the present time there are substantial numbers of these bearings in actual service on railroads throughout the United States. So far, the maximum mileage observed has been in the neighborhood of 400,000 miles. None has yet failed from fatigue.


LET HIM MAKE THE SPEECH — HE AND HIS BUDDIES DID THE SWELL JOB OF RE-BUILDING THE BEAUTIFUL NORTH SHORE LINE SILVERLINER!
YOU ARE INVITED TO INSPECT
The SILVERLINER
Wednesday, May 17—3 P.M. to 6 P.M.
At North Water Street (CTA) Terminal
(LaSalle St. Entrance)
Route of the ELECTROLINERS
NORTH SHORE LINE
CHICAGO • WAUKEGAN • KENOSHA • RACINE • MILWAUKEE

A pat on the back for shop employees of the Chicago North Shore & Milwaukee served as invitation to the public to inspect the electric line's recently inaugurated, rebuilt train, the "Silverliner," which was pictured in the *Railway Age* of May 27, page 51

GENERAL NEWS

Court Bans Race Separation in Diners

Rules Negro passengers can take any unoccupied seat

Refusal to serve Negro passengers at unoccupied places in railroad dining cars constitutes unlawful discrimination in violation of the Interstate Commerce Act, the United States Supreme Court ruled in a June 5 opinion. The ruling, which sets aside a determination of the Interstate Commerce Commission, was made in the much-litigated Henderson case involving Elmer W. Henderson's complaint against the Southern.

The opinion by Justice Burton embodied a unanimous decision by 8 of the court's 9 justices. Justice Clark did not participate. It was one of those cases in which the Department of Justice failed to support the I.C.C. The department filed with the court a brief in support of Appellant Henderson's position; and Attorney General J. Howard McGrath personally argued the case on that basis.

No Decision on Constitutionality

Because it found that the assailed Southern dining-car rules violated the I.C. Act, the court, as it said, did not reach "the constitutional or other issues suggested." Thus it did not pass upon the constitutionality of segregation, nor on the question of whether unlawful discrimination is involved in the provision of "separate but equal" accommodations.

"The right to be free from unreasonable discriminations belongs, under section 3(1), to each particular person," the court said. It was unimpressed by arguments to the effect that the assailed rules were "proportionately fair," because they reserved for Negroes an adequate number of dining-car places to serve the "average number" of Negro passengers.. Such contentions were dismissed by Justice Burton with this comment: "But it is no answer to the particular passenger who is denied service at an unoccupied place in a dining car that, on the average, persons like him are served."

Background of Case

The dining-car incident on which Mr. Henderson based his complaint occurred May 17, 1942, when he was traveling on a Southern train between Washington, D. C., and Atlanta, Ga. The train was in Virginia, which has a segregation law, but a footnote in the Supreme Court's opinion said that "no reliance is placed in this case upon any action by any state."

The I.C.C.'s first report in the case found that Mr. Henderson had been subjected to undue and unreasonable prejudice, but that the occurrence was a casual incident brought about by the bad judgment of an employee. Thus the commission entered no order condemning the Southern dining-car regulations in effect at the time.

Those regulations provided that two tables in the diner would be curtained off for use of Negro passengers; but they permitted use of those tables for white passengers if all other seats had been taken and no colored passengers had presented themselves for meals. That had been done when Mr. Henderson appeared in the diner, and the steward refused to seat him at one of the tables purportedly reserved for Negroes but partially occupied at the time by white passengers.

Mr. Henderson's first appeal to the courts assailed those regulations; and he got a decision remanding the case to the commission for further consideration. That decision, by a special three-judge court sitting in the United States District Court at Baltimore, Md., did not question the commission's authority to approve segregation, but it stated that if white passengers were seated at tables reserved for Negroes, "then equality of treatment requires that a colored passenger subsequently applying for service should be seated at any available seat in the dining car."

Dining-Car Regulations

After that decision, the Southern established the dining-car regulations which the Supreme Court has now condemned. They provided that a special table, seating four persons, be curtained or partitioned off and reserved "exclusively for colored passengers" and that other tables in the diner "shall be reserved exclusively for white passengers." In a report on reconsideration, the I.C.C. found these new regulations to be in accord with the Baltimore court's decision.

Mr. Henderson then filed a second appeal. It came before the same three-judge court which dismissed it with this comment: "Racial segregation of interstate passengers is not forbidden by any provision of the Federal Constitution, the Interstate Commerce Act or any other act of Congress so long as there is no real inequality of treatment of those of different races. Allotment of seats in interstate dining cars does not per se spell such inequality so long as such allotment, accompanied by equality of meal service, is made and is kept proportionately fair."

This is the ruling which the Supreme Court reversed. It sent the case back to the three-judge court with instructions requiring that the commission's order be set aside and that the proceeding be remanded to the regulatory body "for further proceedings in conformity with this opinion."

Court Cites Precedents

The Supreme Court found precedent for its decision in *Mitchell v. United States*, 313 U.S.80, wherein it held that a Negro passenger had been subjected to an unreasonable disadvantage when he was denied an unoccupied seat in a Pullman car. "The similarity between that case and this is inescapable," the court said. "Where a dining car is available to passengers holding tickets entitling them to use it, each such passenger is equally entitled to its facilities in accordance with reasonable regulations. The denial of dining service to any such passenger by the rules before us subjects him to a prohibited disadvantage."

Then came the court's rejection of contentions that the "proportionately fair" allotment of the diner seats precluded a finding of undue discrimination. There it recalled that it had said in the Mitchell decision that "the comparative volume of traffic cannot justify denial of a fundamental right of equality of treatment, a right specifically safeguarded by the provisions of the Interstate Commerce Act."

The curtains, partitions and signs "emphasize the artificiality of a difference in treatment which serves only to call attention to a racial classification of passengers holding identical tickets and using the same public dining facility," the court went on, citing *McLaurin v. Oklahoma State Regents.* The latter was another June 5 decision in which the court held that Oklahoma could not make a Negro student sit apart from whites in classrooms and other facilities at the University of Oklahoma.

The court recognized that the assailed dining-car rules might impose on white passengers, in proportion to their numbers, "disadvantages similar to those imposed on Negro passengers." This, it added, "is not an answer to the requirements of section 3(1)," because "discriminations that operate to the disadvantage of two groups are not the less to be condemned because their impact is broader than if only one were affected."

Rail Labor Leaders Rap Anti-Strike Bill

Call it "totalitarian" and blow to private enterprise

Railroad labor this week strongly attacked the so-called Donnell anti-strike bill as hearings were resumed by the Senate subcommittee studying the proposed legislation.

George M. Harrison, grand president of the Brotherhood of Railway Clerks, called the bill "dangerous legislation, conceived in stress and hysteria," while President David B. Robertson of the Brotherhood of Locomotive Firemen & Enginemen declared that compulsory arbitration as proposed in this bill would be "a long step taken toward the destruction of our system of free private enterprise."

Fred H. Nemitz, of the Order of Railway Conductors, also testified before the subcommittee where he charged the Donnell bill "is totalitarian in principle," and added that it "has no place upon the statute books of a nation such as ours."

The bill under discussion is S.3463. Introduced by Senator Donnell, Republican of Missouri, it would amend the present Railway Labor Act to outlaw strikes or lock-outs arising out of wage or working rules disputes. As reported in *Railway Age* of May 13, page 56, and May 20, page 208, leading railroad officers have appeared before the subcommittee in support of the "fundamental principles" of S.3463.

Questions Railroad "Sincerity"

Referring to this support by the railroads, Mr. Harrison told the subcommittee that the labor organizations "are not at all convinced that railroad management is sincere in wishing to secure the revolutionary changes in the law which are proposed by this bill." He expressed surprise at the railroad stand, saying this support "without prior consultation with representatives of labor" violated a "long-standing agreement" that neither side would seek changes in the Railway Labor Act without first conferring with the other.

Mr. Harrison went on to say the bill would be "utterly destructive of employee morale," and that compulsory arbitration would reduce employer-employee relationship to an "armed truce" between hostile parties. He expressed an opinion that such a bill "will not stop strikes but it is probable that it will increase them" because "it is not reasonable to expect that free men will long submit to these proposed arbitrary methods." Mr. Harrison said the testimony by the railroads "fails to recognize the serious implications of what they are endorsing."

"A statutory prohibition against the right to strike, and the imposition of compulsory arbitration upon employees, are inconsistent with our democratic way of life, and would unleash dangers which are far greater than those which the strike record on railroads gives the slightest indication of creating," he said.

Later during questioning by Senator Donnell, who is a member of the subcommittee conducting the hearings, Mr. Harrison said "government seizure" would be his suggestion for protecting public interest in case of a strike, but he would distinguish between a "good faith" seizure and a "sham" seizure, the latter being what he considered the case when the government took over the roads in 1948.

Speaking of the present Railway Labor Act, Mr. Harrison said it is "the best example of the blending of public pressure and individual economic freedom that has yet been devised." He said a "very commendable record" has been made in handling disputes under the act, and added that railroad labor "can find no basis for alarm, nor can we understand the apparent hysteria of the railroad managements."

Both Mr. Harrison and Mr. Robertson attacked what they called the "lack of good faith bargaining" by railroads "until the emergency board has reported" as provided in the present act. They said the establishment of a final and binding arbitration procedure would not remedy the situation, and Mr. Robertson went on to say that "no significant number of railway managements will settle through negotiation a major case that can be submitted to a government board for decision."

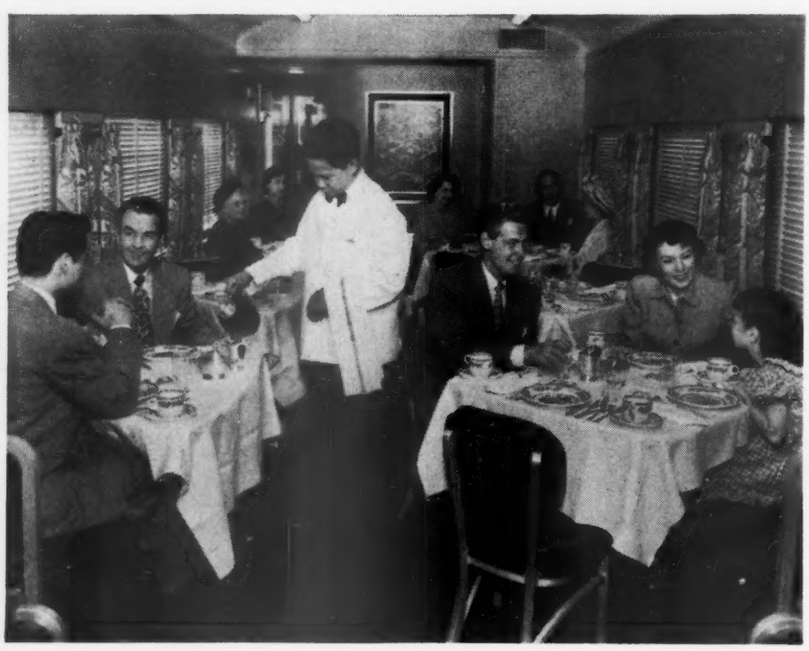
Oppose Court Review

These witnesses also said the provisions of the pending bill which would establish court review of Adjustment Board awards "will completely destroy the effectiveness of the board." Mr. Harrison said the litigation and delays "would render the board useless," and Mr. Robertson said the real result of court review "will be to engraft upon the Adjustment Board, court procedures which will decelerate the work of the board, thus enlarging the backlog of cases and aggravating existing evils."

As to his organization's opposition to S.3463, Mr. Robertson said: "We are opposed to this measure because it will be productive of discord in labor relations; because it will be destructive of the basic law governing labor relations in the railway industry; because it would be an initial step in the ruination of our system of free enterprise, and because it would despoil our fundamental liberties.

"This bill, having regard for its obvious implications of regimentation and eventual government control of industry, strangely and illogically bears the stamp of approval of railroad management. Coming from those leaders who should be expected to champion free competitive enterprise in this country, it is the most patent effort to cut off one's nose to spite one's face that has ever occurred in my experience."

The presentation by Mr. Nemitz, who was the third labor witness to appear, was in large part a discussion of specific strikes that have occurred since 1945. He said the railroads had attempted "to justify the far-reaching and dras-



Completing its $3,000,000 order for ultra-modern passenger cars, the New York, Chicago & St. Louis recently received from the Pullman-Standard Car Manufacturing Company two bedroom-diner-lounge cars for use on Trains 5 and 6 between Chicago and Cleveland, Ohio. Each new car contains five double bedrooms with enclosed toilets, dressing tables and folding easy chairs; a lounge section, and an 18-seat dining section

tic provisions of S.3463" by calling the subcommittee's attention to strikes that have occurred, and he went on to say that the "devastating impact upon the public interest which has been related by carrier witnesses, is far more fancied than real." Mr. Nemitz said he hoped to acquaint the subcommittee "with our side of such disputes."

He said the "failure of carrier representatives to bargain collectively in good faith with the representatives of their employes" was largely to blame for the "alleged difficulties in settling the 1949 strikes on the Missouri Pacific and Wabash, and said they resulted from "some managerial failure" which permitted a great accumulation of unadjusted grievance cases.

In concluding his statement Mr. Nemitz said that passage of the bill "will completely undermine and destroy the Railway Labor Act," ruin employee morale, and bring to an end a period of collective bargaining which has long been considered a model for all industry. "There is nothing wrong with the Railway Labor Act that good-faith collective bargaining will not remedy," he said.

Myers Committee Hears Highway, Labor Groups

A. T. A., Bus association, C.I.O. union make presentations

Representatives of the American Trucking Associations, the National Association of Motor Bus Operators, and the United Steel Workers of America, C.I.O., made presentations at the June 1 and 6 sessions of public hearings which the Senate's subcommittee on domestic land and water transportation is conducting in connection with studies it is making pursuant to Senate Resolution 50. The subcommittee, headed by Senator Myers, Democrat of Pennsylvania, is a unit of the Senate committee on interstate and foreign commerce.

Appearing for A. T. A., John V. Lawrence, its managing director, read a 35-page statement embodying what an association press release called "the factual story of the dynamic contribution by the nation's trucking industry to America's economic welfare and development." Meanwhile, Jack Garrett Scott, general counsel of the N.A.M.B.O., had recommended a new federal regulatory set-up headed by a national commission but embracing regional commissions and an office of transportation administrator, the latter to handle "administrative and quasi-legislative" matters.

Steel Workers Want More Cars Built

The steelworkers union was concerned about unemployment in the railroad car-building industry. Jack Stieber, of its research department, who appeared before the subcommittee, endorsed recommendations as to freight-car supply which I.C.C. Chairman J. Monroe Johnson recently made to the subcommittee, i.e., that the government buy cars to the extent that the railroads fail to maintain a serviceable fleet of about 2,000,000. As a basis for setting up a like passenger-car program, Mr. Stieber recommended that the National Security Resources Board "complete within three months a study of passenger-car facilities in light of possible national defense needs."

Managing Director Lawrence of A.T.A. opened his statement with a general description of the trucking industry and the type of service provided by trucks. He then recited in considerable detail the findings of a reporter and photographer whom A.T.A. recently sent into two small towns for the purpose of obtaining "first-hand information on the importance of truck transportation to American communities." One of the towns, Milford, Pa., was "completely dependent upon highway transportation," as Mr. Lawrence put it, while the other, Medina, Ohio, "relies heavily on highway transportation," but is served also by the Baltimore & Ohio and the Akron, Canton & Youngstown.

The A.T.A. reporter visited various industries and merchants in Milford and Medina, bringing back much favorable comment on the benefits of truck service. Mr. Lawrence quoted the comment to the subcommittee, and made it the basis of this assertion: "Truck transportation, indispensable as a matter of course to those 25,000 or more American communities which, like Milford, Pa., depend completely on highway transportation, has become equally indispensable to thousands of communities such as Medina, Ohio, which are partly dependent upon truck transportation."

In another part of his statement, Mr. Lawrence reiterated the A.T.A.'s opposition to "integration" in the transport field. Such opposition runs principally to any liberalization of conditions permitting railroads to operate trucking services. Other representatives of the A.T.A. were scheduled to testify at the June 9 hearings.

New Regulatory Set-Up Proposed

The new regulatory set-up recommended by Mr. Scott on behalf of the bus operators association would be an agency of Congress, and it would have jurisdiction over all modes of transportation. The top board would be a "Federal Transportation Commission," with powers and duties limited to those which are "judicial or quasi-judicial," i.e., relating to rates, operating authority, extensions, abandonments, unifications, security issues, and all controversies between carriers and shippers. The regional commissions would have jurisdiction over matters within their respective regions, but their decisions could be appealed to the federal commission.

Also, the proposed transportation administrator would be subject to the "general supervision and direction" of the federal commission. The administrator would handle such matters as car service, safety, locomotive inspection, coordination of services and facilities, and emergency powers, and here, too, there would be a set-up of regional administrative offices. The administrator, Mr. Scott also suggested, could take over in time of emergency, performing functions like those of the former Office of Defense Transportation.

Finally, Mr. Scott would provide for a "Transportation Advisory Committee," composed of representatives of government, carriers, labor, agriculture, and industry. The committee's "chief function" would be to make a continuing study of the transportation system with a view to making recommendations from time to time to Congress, the commission, and the administrator.

Meanwhile, Mr. Scott complained about fares based on out-of-pocket costs, saying that regulatory agencies should be required to disapprove any fare which does not cover fully distributed costs of performing the service involved. Also, he denied that bus transportation is subsidized, but nevertheless argued, on the basis of comparative rail and bus fares, that "if there is a subsidy, it is paid to the bus patron who, as a taxpayer, has contributed to the cost of the highway." Previously, Mr. Scott had said that the bus "is in fact the poor man's facility."

The freight-car program recommended by Mr. Stieber of the Steelworkers union called for construction at the rate of 85,000 cars in 1950, and at the rate of 160,000 a year in 1951, 1952, and 1953. I.C.C. Chairman Johnson's recommendations calling for a like program were reported in the *Railway Age* of May 27, page 47, where it was also noted that President William T. Faricy of the As-

"Pantry Prowlers" Invited to Pioneer Limited's Diner

The Chicago, Milwaukee, St. Paul & Pacific recently inaugurated a midnight snack service on its streamlined "Pioneer Limited" between Chicago and St. Paul-Minneapolis. Prior to the new service, the train's buffet-diner had been serving beverages and a light menu consisting principally of cold sandwiches. Under the new service, the car is opened at the same time the sleepers are made available to passengers and the menu features several hot dishes, toasted club sandwiches and a newly developed "old favorite"—onion soup.

To announce the service to passengers, a card is placed in each of the train's sleeping accommodations inviting "pantry prowlers" and all lovers of midnight snacks to "have a bite" before retiring. Because of the late evening departure of the train, the service has proved popular not only with passengers, but to "visitors" who bring passengers to the station and join their friends in a snack before the train's departure.

sociation of American Railroads recently told the subcommittee that he has "no real doubt of the ability of the railroads to handle successfully their part of any emergency that may come."

Net Income for 1950 Totals $88 Million

4-months net railway operating income was $186.3 million

Class I railroads in the first four months of 1950 had an estimated net income, after interest and rentals, of $88,000,000, compared with $98,000,000 in the corresponding period of 1949, according to the Bureau of Railway Economics of the Association of American Railroads. The four-months' net railway operating income, before interest and rentals, was $186,343,345, compared with $196,022,848.

Estimated results for April showed a net income of $38,000,000 compared with a net income of $40,000,000 for April, 1949. Net railway operating income for the 1950 month was $62,216,877, while in April, 1949, it was $64,473,901. In the 12 months ended with April, the rate of return averaged 2.88 per cent, compared with 4.24 per cent for the 12 months ended April, 1949.

Gross in the four months of 1950 amounted to $2,699,118,465 compared with $2,892,835,545 in the same period of 1949, a decrease of 6.7 per cent. Operating expenses amounted to $2,184,811,989, a decrease of 7.7 per cent from the $2,366,293,721 recorded in the first four months of 1949.

Thirty Class I roads failed to earn interest and rentals in the first four months, of which 14 were in the Eastern district, one in the Southern region and 15 in the Western district.

Four-Month Net Down in East

Class I roads in the Eastern district in the four months had an estimated net income of $28,000,000 compared with a net income of $52,000,000 in the same period of 1949. For April, their estimated net income was $20,000,000 compared with $20,000,000 in April, 1949.

Those same roads in the four months had a net railway operating income of $83,299,310 compared with $106,683,163 in the same period of 1949. Their net railway operating income in April amounted to $33,825,012 compared with $33,427,405 in April, 1949.

Gross in the Eastern district in the four months totaled $1,216,202,428, a decrease of 9.4 per cent compared with the same period of 1949, while operating expenses totaled $999,556,330, a decrease of 8.1 per cent.

Southern, Western Net Slightly Higher

Class I roads in the Southern region in the four months had an estimated net income of $28,000,000 compared with a net income of $23,000,000 in the same period of 1949. Their net railway operating income in April amounted to $8,000,000 compared with $6,000,000 in April, 1949.

Those same roads in the four months had a net railway operating income of $43,695,826 compared with $39,462,666 in the same period of 1949. Their net railway operating income in April amounted to $11,325,397 compared with $9,591,899 in April, 1949.

Gross in the Southern region in the four months totaled $406,783,115, a decrease of 3.1 per cent compared with the same period of 1949, while operating expenses totaled $312,086,756, a decrease of 6 per cent.

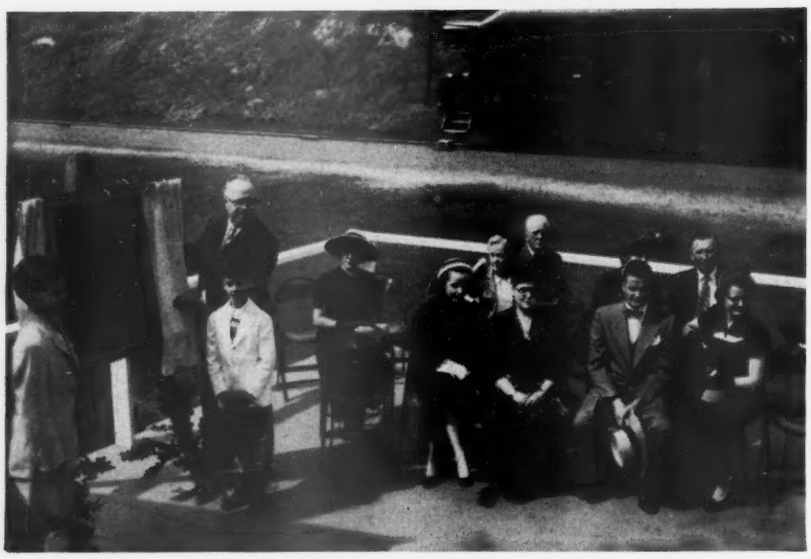
Class I roads in the Western district in the first four months had an estimated net income of $32,000,000 compared with $23,000,000 in the same period of 1949. For April, they had an estimated net income of $10,000,000 compared with $14,000,000 in April, 1949.

Those same roads in the four months had a net railway operating income of $59,348,209 compared with $49,877,019 in the same period of 1949. Their net railway operating income in April amounted to $17,066,468 compared with $21,454,597 in April, 1949.

Gross in the Western district in the four months totaled $1,076,132,922, a decrease of 4.8 per cent compared with the same period of 1949, while operating expenses totaled $873,168,903, a decrease of 7.8 per cent.

CLASS I RAILROADS — UNITED STATES

	1950	1949
MONTH OF APRIL		
Total operating revenues	$ 713,820,097	$ 747,280,365
Total operating expenses	562,625,236	594,279,367
Operating ratio — per cent	78.82	79.53
Taxes	74,145,684	75,091,946
Net ry. op. income (Earnings before charges)	62,216,877	64,473,901
Net income, after charges (est.)	38,000,000	40,000,000
FOUR MONTHS ENDED APRIL 30, 1950		
Total operating revenues	$2,699,118,465	$2,892,835,545
Total operating expenses	2,184,811,989	2,366,293,721
Operating ratio — per cent	80.95	81.80
Taxes	272,755,070	277,413,456
Net ry. op. income (Earnings before charges)	186,343,345	196,022,848
Net income, after charges (est.)	88,000,000	98,000,000



WABASH NAMES BRIDGE AFTER PITCAIRN.—Arthur K. Atkinson, president of the Wabash, unveils a plaque marking the dedication of the road's bridge over the Missouri river at St. Charles, Mo., to the memory of his predecessor, Norman B. Pitcairn. Mr. Atkinson said that the bridge was considered an outstanding achievement of Mr. Pitcairn's administration. With Mr. Atkinson for the occasion were members of the Pitcairn and Atkinson families

Explains How Railroads Are Paid for Handling Mail

The Committee on Railway Mail Transportation has issued a statement to explain "how railroads handle mail and are paid for this service." The explanation, in question-and-answer form, includes a discussion of payments received for the empty movement of mail cars, which has been the subject of some recent comment in Congress and elsewhere.

After pointing out that railroad mail pay was originally based on weight, the committee said that the change to the space basis was made on the recommendation of the Post Office Department. This made it "necessary to find some basis of compensation for handling the empty mail cars," the committee added. It then went on to tell why the present plan was adopted and to defend it.

"Two possible methods presented themselves," the statement said. "One was to make the rate sufficiently high on the loaded movement to cover both loaded and empty handling of the cars. The difficulty about this was that it would have overpaid those railroads with a substantially balanced movement of mail, while greatly underpaying the railroads on which the movement was predominantly in one direction. The alternative was to fix a loaded car rate which would be sufficient to cover the loaded movement, and to provide for a specific and separate charge upon the return of those cars which had to be brought back empty to meet the needs of the postal service. This was the alternative decided upon and continued with slight modifications by the Interstate Commerce Commission. In the light of experience, this method was not only the fairest but also the most practical way of dealing with the situation."

Pullman-Standard Strike Ends; Seniority Pool Initiated

Acceptance of the company's original offer of a wage increase of three cents an hour in lieu of increased pension and insurance benefits brought to an end, on May 25, a 10-day-old strike of about 1,000 employees at the freight-car building plant of the Pullman-Standard Car Manufacturing Company at Michigan City, Ind. Other matters agreed upon between the company and the Brotherhood of Railway Carmen of America include a liberalized vacation plan; modification of present maintenance-of-membership rules; and issuance of paychecks on a weekly basis, instead of semi-monthly. The new contract is for two years and provides that the question of wage levels may be reopened only after the first anniversary of the signing of the agreement (May 25)

Agreed upon at the same time was establishment by Pullman of a labor pool for furloughed employees, so that men laid off as a result of curtailed activities in one department may be used in other departments on a basis of plant-wide seniority.

Politicians Attack Latest Canadian Rate Increase

Canadian political parties, which have been fighting for three or four years over railroad freight rates, adopted new tactics last week when all opposition parties in the House of Commons at Ottawa, Ont., not only attacked the higher rates recently granted to Canadian railways by the Board of Transport Commissioners, but also challenged the "competency" of the board itself.

The criticism resulted from a board order of May 25 (see *Railway Age* of May 27, page 53) awarding the railways an additional rate increase of 3.4 per cent. This, added to previous awards of March 1 and September 22, 1949, boosts rates to 20 per cent above those in effect before the latter date, and gives the roads the full amount they requested in 1948. The June 1 award was based in part on the board's own admission of an "error of calculation" concerning the railroads' revenue needs in previously allowing smaller increases.

This admission brought from Conservative leader George Drew a charge that a board making a "mistake of $13,000,000" is "incompetent" and should be "overhauled." Socialist leader M. J. Coldwell attacked the rate increase itself, declaring that it "would hamstring primary producers," particularly in the west. Transport Minister Lionel Chevrier defended the board, pointing out that this year's rate increases were in line with the railroads' revenue requirements.

S.P. "Sunset Limited" Partially Re-equipped

A number of coaches and sleeping cars which the Southern Pacific ordered for its forthcoming "Sunset Limited" streamliners are currently being delivered by the Budd Company. They are being operated in the present "Sunset" trains pending delivery of lounge, dining and coffee shop cars, which is expected to begin in July. As soon as the re-equipment process is complete, the new trains will begin operation on a new 42-hr. schedule — the fastest ever offered on the Los Angeles-New Orleans run.

To Hear R.E.A. Plea for Finding To Refute Antitrust Charge

Acting in response to a Railway Express Agency petition, which seeks findings to refute the Department of Justice's antitrust charge against the agency, the Interstate Commerce Commission has reopened the proceeding wherein it authorized the railroads to acquire R.E.A. and approved pooling arrangements for the handling of express traffic. The reopened proceeding is Finance Docket No. 7316, in which the commission first approved the pooling arrangement in 1929.

The involved anti-trust complaint has been pending since September, 1948, in the United States District Court for the District of Delaware. The R.E.A. petition on which the commission has now acted was filed April 1, 1949. It seeks a specific determination to the effect that the commission's approval of the express-traffic pooling arrangements, under the Express Operations Agreement, has included approval of the agreement's so-called "exclusive provisions." The latter are provisions which constitute R.E.A. as the exclusive agent for each contracting railroad in the conduct of express business, and under which each road agrees not to transport competing traffic on passenger, mail or express trains.

The commission deferred action on the petition to await the court's disposition of an R.E.A. motion to stay the court proceedings until the commission had determined the issues raised by the petition. The court granted the motion on April 3. The commission's order reopening the proceeding was dated May 18 and made public last week. It sets the case for further hearing at a time and place to be announced.

P. I. E. Proposed Report Reissued By the I.C.C.

The Interstate Commerce Commission on June 5 reissued Examiner Irving J. Raley's proposed report recommending approval of the Pacific Intermountain Express Company's proposal to acquire Keeshin Freight Lines. The reissuance followed vacation of a court order which had temporarily stayed commission action in the proceeding, and which caused the commission to withdraw the report after it was inadvertently issued on May 26 in the face of the court order.

The court was the United States District Court for the Southern District of New York. It advised the commission on June 1 that the temporary stay had been dissolved. (See *Railway Age* of June 3, page 46.)

House Group Confirms Plan To Propose Transport Tax Cuts

Final tax-revision plans of the House committee on ways and means will include proposals to reduce, from 15 to 10 per cent, the tax on amounts paid for the transportation of persons, and to halve the freight tax, making it 1½ per cent of freight charges, except in the case of coal where it would become 2 cents per short ton.

These final determinations of the committee are in accord with tentative decisions it reached sometime ago, as reported in the *Railway Age* of May 6, page 56. Meanwhile, however, there are current indications that no tax-revision legislation will be enacted at this session of Congress.

Emergency Board on B. & A.

President Truman on June 6 created an emergency board to investigate a dispute between the Boston & Albany and those of its employees who are represented by the Brotherhood of Railroad Trainmen. The dispute, which had reached the strike-threat stage, involves the brotherhood's demand for assignment of a flagman to crews of Budd Diesel-electric rail cars.

3rd N.Y.C. Rail Diesel Car Starts Service on June 18

The third rail Diesel car ordered by the New York Central System from the Budd Company (see *Railway Age* of May 6, page 59), will go into service on June 18 on the Boston & Albany between Albany, N. Y., and North Adams, Mass., and intermediate stations. Two similar cars were placed in Boston, Mass.-Springfield service on the B. & A. on May 1, as reported in *Railway Age* of April 29, page 69. The new "Beeliner," as the Central calls the cars, will leave North Adams daily except Sundays at

6:15 a.m., eastern daylight time, and will make the 71 mi. to Albany in approximately two hours. It will return to North Adams on a mid-day run, doubling back again to Albany in mid-afternoon. On its second eastbound weekday trip the car will leave Albany, Mondays through Fridays, at 5:30 p.m. for Pittsfield, Mass., and on Saturdays at 4:43 p.m. for North Adams.

Additional runs will be made by the "Beeliner" from Pittsfield to Chatham, N. Y., and from Chatham to North Adams on evenings Mondays through Fridays and a round-trip between North Adams and Chatham on Sunday mornings and evenings. The 85-ft. long air-conditioned car, which weighs 113,920 lb. ready to run, carries 89 passengers and is another step, the road said, toward complete Dieselization.

Plea for Signaling Relief by C.&N.W. Is Denied by I.C.C.

Division 3 of the Interstate Commerce Commission has denied petitions wherein the Chicago & North Western and its subsidiary, the Chicago, St. Paul, Minneapolis & Omaha, sought permission to operate certain high-speed passenger and freight trains without the prescribed signal systems.

The adverse report, by Commissioner Patterson, said the roads "have failed to show any necessity for modification" of the commission's order of June 17, 1947. That order requires railroads to install block signal systems on lines over which any passenger train is operated at 60 m.p.h. or more, or any freight train is operated at 50 m.p.h. or more; and automatic train stop or train control systems or an automatic cab signal system on lines over which any train is operated at 80 m.p.h. or more.

The present report is the ninth to be issued in this proceeding, which the commission has docketed as No. 29543.

R. E. A. Speeds Service from New York to Mid-, Southwest

Through use of additional express cars on such New York-Chicago and New York-St. Louis trains as the Pennsylvania's "Spirit of St. Louis" and "Pennsylvanian" and the New York Central's "Commodore Vanderbilt," additional extra-high speed express service is now available from New York to key cities in the Midwest and Southwest.

Shipments to such cities as Chicago, St. Louis and Milwaukee, Wis., will arrive in time for first-day delivery, the Railway Express Agency said in announcing the faster service; while second-day delivery will be effected at such points as Springfield, Mo., and Kansas City, Topeka, Kan., Oklahoma City, Okla., and Tulsa, Dallas, Tex., St. Paul, Minn., and Duluth, Winnipeg, Man., Lincoln, Neb., Denver, Colo., and many other points. Cut-off time at New York will be 3 p.m. at Sunnyside yards for the P. R. R. trains and 4 p.m. at Grand Central Terminal for N. Y. C. trains, with a possible 4:30 p.m. limit for emergency shipments.

The service, R. E. A. said, is expected to be of special benefit to New York's garment industry.

Title Tax on Motor Vehicles Held Valid by High Court

The United States Supreme Court has upheld a Maryland law which imposes a 2 per cent "title" tax "upon the fair market value" of motor vehicles using the state's highways. Affirming a decision of the Maryland Supreme Court, the high court said the tax does not constitute an unreasonable burden on vehicles engaged in interstate commerce, and that the tax is not excessive.

The decision was handed down in the case of *Capitol Greyhound Lines v. Brice*. The motor carriers argued that a tax on vehicle value should be forbidden by the commerce clause because it is not uniform among carriers in relation to their use of Maryland roads. The court held, however, that the tax was valid "unless the amount is shown to be in excess of fair compensation for the privilege of using state roads," and then went on to say that in the instant case "there is a complete and utter lack of proof sufficient to invalidate the state law on this ground."

I.C.C. Bureau Writes History Of Transport Coordination

The Interstate Commerce Commission's Bureau of Transport Economics and Statistics has issued a study entitled "Historical Development of Transport Coordination and Integration in the United States." It is a document of 217 mimeographed sheets, its purpose, as explained by Bureau Director W. H. S. Stevens, being "to present a factual account of developments in the coordination and unification of transport services among transportation companies of the same type and among different types of transport."

The study is Statement No. 5015 of the bureau. It bears the usual disclaimer to the effect that it was issued "as information," and "has not been considered or adopted" by the commission. It was prepared "principally" by James A. Little and Henry M. Cunningham of the Bureau of Transport Economics and Statistics and Chester E. Stiles of the Bureau of Formal Cases, under the joint supervision of Spurgeon Bell and C. S. Morgan.

Its 17 chapters deal in turn with: Competition and Integration before the Act to Regulate Commerce, 1887; The Cullom Committee and the Act to Regulate Commerce, 1887; Coordination of Water and Rail Transportation; Administration of Water-Carrier Legislation which Affects Coordination; Railway Coordination in World War I; Coordination of the Railways and Water Carriers, Transportation Act, 1920; Railroad Consolidation, Construction, and Abandonments Since 1920; Coordination and the Emergency Transportation Act, 1933; Regulation and Coordination of Motor Carriers, Motor Carrier Act, 1935; Administration of the Coordination and Integration of Motor Carriers with Railroads; Coordination of Railroads, Motor Carriers, and Water Carriers, Interstate Commerce Act, 1940; Administration of Part III, Transportation Act, 1940; Coordination of Subsidiary Transport Agencies; Freight Forwarders in Relation to Other Transport Agencies; Coordination of Pipe-Line Traffic; Air Carriers and their Coordination with Other Types of Transport; and Proposed Changes in Transport Regulation.

"Coordination" as used in the study is defined as "an arrangement whereby two or more carriers of the same or different types perform a unified transportation service." By "integration" is meant "a unification of two or more carriers of the same or different types through one management, ownership, or control." Appendices to the report include a discussion of cases in which surface carriers and forwarders attempt a coordinated service with air lines; and a treatise on "Freight Rates and Terminal Unification." The latter considers "terminal problems and rate bases," and the commission's power to require unification of terminals.

Director Stevens' comment on the study included the following:

"A variety of factors have influenced these [coordination and integration] developments, including the initiative of the carriers, legislative and regulatory action and court decisions, especially, perhaps, those relating to the anti-trust laws. To a considerable degree, however, such direct and positive influences reflect changes which have occurred over the past half to three-quarters of a century, either in the demands of shippers and users of transportation services or in fundamental economic conditions. Especially important in this last connection is the rise of new agencies of transport and the development of extensive competition among the various types of carriers which have characterized the last three decades."

Emken Named Acting Director Of I.C.C. Bureau of Accounts

Cecil W. Emken, chief of field service in the Interstate Commerce Commission's Bureau of Accounts and Cost Finding, has been appointed acting director of the bureau. The appointment became effective on June 1.

The bureau's former director, Dr. Ford K. Edwards, had resigned as of the previous day to join the staff of the National Coal Association as director of its Bureau of Coal Economics. (See *Railway Age* of May 27, page 53.)

North Western to Get Royalty, Traffic from Wyoming Oil Well

The Chicago & North Western has disclosed that it has a royalty interest in a new oil well on its right-of-way near Glenrock, Wyo. About 1,000 bbl. a day of light green crude is currently being

produced by the 7,100-ft. well, which was drilled by the Tri-Good Oil Company of Casper. The well is located on a portion of the railroad right-of-way that is about 300 ft. wide where a second well is scheduled to be drilled shortly. Besides obtaining royalties from the well, the North Western will benefit from traffic developed by this and other wells of the so-called "Glenrock" field.

April Employment

Railroad employment increased 3.47 per cent—from 1,147,899 to 1,187,746—from mid-March to mid-April, but the mid-April total was 2.25 per cent below that of April, 1949, according to the preliminary summary prepared by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission. The index of employment, based on the 1935-1939 average as 100, was 118.3 for April, compared with 115.3 in March, and 121 in April, 1949.

April employment was above that of March in all groups except that embracing executives, officials and staff assistants, which was down 0.18 per cent. The increases ranged from 11.89 per cent in the maintenance of way and structures group to 0.49 per cent in the group embracing professional, clerical and general employees.

As compared with April, 1949, employment was down in all groups except maintenance of equipment and stores, which was up 3.09 per cent. The decreases ranged from 7.46 per cent in the maintenance of way and structures group to 2.06 per cent in the group embracing transportation employees other than those in train, engine and yard service.

United Air Lines Questions Air Coach Economics

In a statement released by United Air Lines in connection with its annual report, Curtis Barkes, vice-president, finance, touched briefly on the subject of air coach service, saying that:

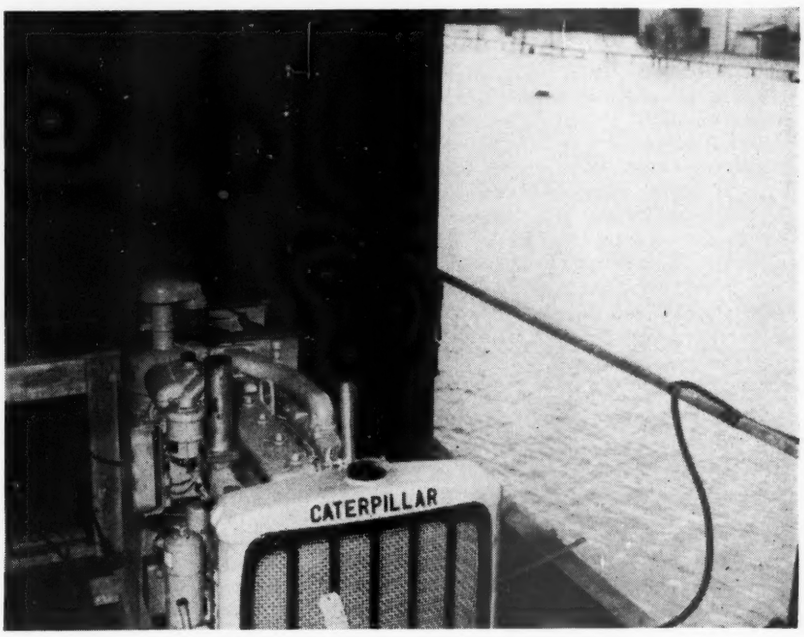
"Recent developments in this field have done little to settle important economic questions concerning reduced fare services. Introduction of DC-6 and Constellation equipment into the transcontinental coach market emphasizes the highly competitive nature of present air coach operations. The ability of the market to sustain this competition on an economic basis is open to question.

"Between Los Angeles and San Francisco-Oakland, a different situation exists. Here United has been subjected to intense competition and loss of traffic to a number of so-called intrastate operators. To meet this diversion and to regain lost traffic, United obtained Civil Aeronautics Board approval to operate coach service between Los Angeles and San Francisco-Oakland, effective May 14." (See "Fly-By-Day" Air Lines Encroach on Existing Carriers' Traffic, *Railway Age*, April 8, page 47.)

United's president, W. A. Patterson, has announced that, effective June 4, the company extended its air coach operation north from Oakland-San Francisco to Portland, Ore., and Seattle-Tacoma, Wash., subject to Civil Aeronautics Board approval. A basic fare of 4 cents a mile, as against 6 cents a mile for so-called "standard" services, is charged.

Photos courtesy Caterpillar Tractor Company

Floodbound Winnipeg station and yards of the Canadian National immobilized by the swollen Red River of the North, which crested in mid-May. The railroad's powerhouse, shown at the right of the top photo, though heavily sandbagged, fell victim to the ubiquitous waters and emergency power for the railroad's facilities was furnished by a Caterpillar electric generator set installed in a box car as shown in the lower photo



1949 Crossing Accidents

Accidents at railroad-highway grade crossings during 1949 resulted in the deaths of 1,507 persons and injuries to 3,774, according to the latest compilation by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission. In 1948, 1,612 persons were killed and 4,255 injured.

Crossing accidents last year totaled 3,523, as compared with 3,964, a decrease of 11.1 per cent, while fatalities declined 6.5 per cent and injuries 11.3 per cent.

Another tabulation shows that 1949 crossing fatalities accounted for 47.64 per cent of the persons killed that year in all railroad accidents resulting from train operation. This compares with 45.13 per cent in 1948 and 45.39 per cent in 1947. Crossing accidents accounted for 19.25 per cent of 1949's non-fatal injuries, as compared with 16.56 per cent in 1948 and 14.59 per cent in 1947.

According to the summary, 1,547 freight trains and 1,192 passenger trains were involved in the 3,209 rail-highway accidents involving motor vehicles in 1949. The number of grade-crossing accidents per million train-miles was higher in 1949 for freight and yard switching trains and lower for passenger trains, as compared with 1948, the frequency rate being 3.1 per million train-miles in 1949 (as compared with 2.87 in 1948) for freight trains, and 3.13 for passenger trains, as compared with 3.35 in 1948. Approximately 65 per cent

Interior of one of the first six 130-passenger multiple-unit electric commuter cars, of an $11,000,000 order for 100 such cars, which made their initial run on the New York Central from North White Plains, N. Y., to Grand Central Terminal on June 1. The cars (orders for which were reported in *Railway Age* of June 5, 1948, page 84, and October 2, 1948, page 68), were built by the St. Louis Car Company, and, in addition to full, all-year air conditioning, include such features as automatic heating controls for cold weather months; constant-voltage fluorescent lighting; double-pane safety windows; electric-cooled drinking water; wide luggage racks; rubber tile flooring; tight-lock couplers; rubber cushioned draft gears and roller bearing axle journals. As additional cars are delivered they will be placed in operation on other newly equipped commutation and mid-day trains in the Central's electrified territory between Grand Central and North White Plains on the road's Harlem division and between Grand Central and Croton-on-Hudson, N. Y., on the Hudson division. When deliveries are completed the cars will be operated as solid trains, exact assignments for which have not been completed

of the accidents in which a motor vehicle was struck by a train occurred in daylight, while about 75 per cent of those in which a motor vehicle ran into the side of a train occurred after dark.

As has been the case since 1945, December was the 1949 month in which the greatest number of crossing accidents occurred. Saturday, which has held first place since the compilation was first begun in 1935, remains the day of greatest accident frequency. The weather was reported "clear" when 68.1 per cent of the accidents occurred; and the speed of the motor vehicle was given as "standing" or moving at not more than 30 m.p.h. in 59.38 per cent of the accidents involving motor vehicles.

"An accurate measure of the influence of traffic volume upon the frequency of grade-crossing accidents is not available," the bureau observed. "Traffic counts at numerous grade intersections throughout the country would be necessary to provide an accurate measure of the volume of use of crossings by all types of users. In their absence, the best obtainable measures are limited in that they include only rail and motor-vehicle data. These data are train-miles operated and motor-vehicle registrations. . . . Train-miles were 11.39 per cent less in 1949 than in 1948, but motor-vehicle registrations are estimated to have increased 7.82 per cent in the same period. The number of rail-motor grade-crossing accidents decreased 10.50 per cent, but deaths therefrom decreased only 3.54 per cent. The number of persons injured decreased 11.03 per cent. The frequency of such accidents per million train-miles increased 1.12 per cent, but the number of accidents per million motor-vehicle registrations decreased 16.97 per cent."

House Lobbying Committee Asks Data on Expenditures

At least 13 railroads are included among 166 business corporations which have been asked to furnish to the select committee on lobbying activities of the House of Representatives itemized accounts of expenditures since January 1, 1947, "designed to influence policy or public opinion on national issues."

In a letter sent to the president of each of the firms, Representative Frank Buchanan, Democrat of Pennsylvania, chairman of the committee, requested detailed breakdowns of such items as the cost of maintaining Washington offices, travel to and from Washington, printed material and advertising "dealing with public issues which might be the subject of federal legislative action," contributions to organizations which may promote national legislative objectives, and any other payments or attempts "to influence, directly or indirectly," passage or defeat of any legislation by Congress.

Among the individual railroads which have been asked to furnish this information are the Baltimore & Ohio, the Chesapeake & Ohio, the Great Northern, the Illinois Central, the New York Central, the Norfolk & Western, the Northern Pacific, the Pennsylvania, the Reading, the Southern, the Southern Pacific, the Atchison, Topeka & Santa Fe and the Erie.

N.R.A.B. Award Lacks "Semblance Of Merit," Dissent Says

"We are not aware of any case before this division where the claim, the basis for it, and argument in its support approach this one in absurdity," the five carrier members of the National Railroad Adjustment Board's first division state in their recent dissent in award No. 13388, dated April 11. Following a deadlock of the carrier and employee members, Referee Harold M. Gilden, Chicago attorney, sustained the claim of a switchman, T. P. Sprunt, for a day's pay at yard pilot rate in addition to his compensation at the yard foreman rate for the same day's work, Switchman Sprunt contended that he had been required to perform ttwo classes of service within a single tour of duty at Roper terminal, Salt Lake City, Utah, on the Denver & Rio Grande Western, on September 16, 1945. The claimant is represented by the Switchmen's Union of North America.

Mr. Sprunt was regularly assigned as a yard helper (brakeman) in a crew consisting of a yard foreman (conductor) and two helpers. Upon reporting for duty at his usual time and place—the east end of Roper yard—on September 16, he found that neither his regular foreman nor his regular helper had shown up. He was, therefore, assigned to act as foreman with two helpers who were available at the west end of the yard, about 1½ mi. away, To avoid any delay in addition to that already occasioned by the failure of two of the three regular crew members to report, Sprunt was directed to go with his shift's engine to the west end of the yard and pick up his helpers, return with them to the east end of the yard, and start the day's work.

Sprunt subsequently filed a claim for a day's pay at the yard pilot's rate for his one-way engine ride from the east end of the yard to the west end, 1½ mi., to pick up his crew members. He did not file any claim for the return journey with his crew members, Had his two helpers been required to walk the mile and a half, there would have been no basis for any kind of claim under the existing applicable agreements, the carrier members assert. But because the contingency caused by the absence of two of the three members of the regular crew was met by what appeared to be the most expeditious and efficient procedure, there was fabricated a new,

strained interpretation, wrung out of the working agreements.

In awarding the additional day's pay, the dissent states, the carriers have a situation "that when Sprunt was going west with his engine without helpers, he was performing a separate class of service, for which he was due another day's pay . . . but, returning with his helpers, he was not in a separate class of service. The petitioner doe not ask, and the author (referee) does not award any additional compensation for the eastbound trip with the light engine, when the foreman enjoyed the company of his two helpers." The dissent points out that while the referee's decision is based on the assumption that Sprunt performed "a separate class of service," the award does not identify the "separate class of service" as being the class or kind of service—pilot service (which it was not) —asserted by Sprunt in his claim.

Moneywise, there is not much involved in this individual claim. The dissent was filed because the carrier members feel that the award is "so wanting in any semblance of merit or justification."

Freight-Absorption Bill Sent to President Truman

The Senate on June 2 completed Congressional action on legislation to legalize absorption of freight charges by sellers undertaking to reach distant markets. The bill, S.1008, then went to President Truman.

The Senate's action was adoption by a 43-to-27 vote of the conference report reconciling differing Senate and House versions of the bill. The House had approved the conference report on March 14.

The bill would amend the Clayton, Robinson-Patman and Federal Trade Commission acts in an undertaking to eliminate the confusion which has resulted from the Supreme Court's April 26, 1948, decision upholding the Federal Trade Commission's "cease and desist" order against the cement industry's basing-point system of pricing. As to the absorption of freight charges, the bill would make it legal when practiced by individual sellers in the absence of collusion.

Selected Income and Balance-Sheet Items of Class I Steam Railways in the United States

Compiled from 128 reports (Form IBS) representing 132 steam railways
(SWITCHING AND TERMINAL COMPANIES NOT INCLUDED)

Income Items	United States For month of February 1950	For month of February 1949	For the two months of 1950	For the two months of 1949
1. Net railway operating income	$15,235,247	$30,934,276	$48,073,154	$65,180,489
2. Other income	15,265,580	14,785,132	34,002,626	33,067,150
3. Total income	30,501,827	45,719,408	82,075,780	98,247,639
4. Miscellaneous deductions from income	2,613,449	3,364,459	6,289,903	6,988,395
5. Income available for fixed charges	27,888,378	42,354,949	75,785,877	91,259,244
6. Fixed charges:				
6–01. Rent for leased roads and equipment	8,778,273	8,738,526	17,305,564	16,845,744
6–02. Interest deductions[1]	25,044,609	24,582,828	49,886,624	49,144,239
6–03. Other deductions	205,509	179,385	407,875	346,910
6–04. Total fixed charges	34,028,391	33,500,739	67,600,063	66,336,893
7. Income after fixed charges	6,140,013	8,854,210	8,185,814	24,922,351
8. Other deductions	3,161,444	3,060,476	6,392,330	6,214,115
9. Net income	19,301,457	5,793,734	1,793,484	18,708,236
10. Depreciation (Way and structures and Equipment)	34,842,685	32,768,843	69,632,976	65,436,620
11. Amortization of defense projects	1,374,594	1,368,167	2,758,083	2,748,693
12. Federal income taxes	9,630,674	17,700,423	26,262,141	35,676,418
13. Dividend appropriations:				
13–01. On common stock	20,983,673	18,607,788	26,487,842	23,157,555
13–02. On preferred stock	14,308,456	8,792,165	18,354,889	18,464,561
Ratio of income to fixed charges (Item 5 ÷6—04)	.82	1.26	1.12	1.38

Selected Expenditure and Asset Items	United States Balance at end of February 1950	Balance at end of February 1949
17. Expenditures (gross) for additions and betterments—Road	$34,077,668	$45,807,426
18. Expenditures (gross) for additions and betterments—Equipment	99,289,844	172,583,678
19. Investments in stocks, bonds, etc., other than those of affiliated companies (Total, Account 707)	488,004,500	519,090,881
20. Other unadjusted debits	103,746,842	130,448,906
21. Cash	846,254,480	875,929,105
22. Temporary cash investments	755,251,889	1,000,158,167
23. Special deposits	109,319,475	116,433,689
24. Loans and bills receivable	1,090,205	1,903,505
25. Traffic and car-service balances—Dr.	37,993,502	47,548,377
26. Net balance receivable from agents and conductors	117,651,475	132,902,955
27. Miscellaneous accounts receivable	265,274,157	316,215,524
28. Materials and supplies	724,589,513	878,837,188
29. Interest and dividends receivable	15,898,785	11,682,238
30. Accrued accounts receivable	144,203,710	147,728,676
31. Other current assets	32,029,823	40,592,783
32. Total current assets (items 21 to 31)	3,049,557,014	3,569,932,207
Selected Liability Items		
40. Funded debt maturing within 6 months[2]	$124,104,100	$204,689,842
41. Loans and bills payable[3]	8,838,817	4,341,352
42. Traffic and car-service balances—Cr.	80,778,527	83,348,882
43. Audited accounts and wages payable	484,740,753	585,766,204
44. Miscellaneous accounts payable	175,082,742	193,864,675
45. Interest matured unpaid	32,296,187	34,475,972
46. Dividends matured unpaid	8,739,493	9,784,797
47. Unmatured interest accrued	93,251,718	92,383,394
48. Unmatured dividends declared	49,164,773	47,529,708
49. Accrued accounts payable	167,622,549	234,949,931
50. Taxes accrued	566,287,443	765,363,112
51. Other current liabilities	83,917,314	78,756,427
52. Total current liabilities (items 41 to 51)	1,750,720,316	2,130,564,454
53. Analysis of taxes accrued:		
53–01. U. S. Government taxes	431,384,545	636,387,942
53–02. Other than U. S. Government taxes	134,902,898	128,975,170
54. Other unadjusted credits	257,735,567	277,695,326

[1] Represents accruals, including the amount in default.
[2] Includes payments of principal of long-term debt (other than long-term debt in default) which becomes due within six months after close of month of report.
[3] Includes obligations which mature not more than one year after date of issue.
Compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. Subject to revision.

Teamsters' Union Asks Drivers To Support Truck Propaganda

Adopting the standard "party line" of the American Trucking Associations and its truck operator members, the May issue of International Teamster — official magazine of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America —carries a two-page article urging "everyone who makes his living directly or indirectly in trucking" to "fight back" against "rail propaganda." In subsequent articles, the magazine says, it "hopes . . . to take various phases of the transport picture and show . . . some of the real truths about modern transportation."

The May article reads like a handout from the "trucking industry." Its only novel features are criticism of the railroads for "enlisting" in their campaign for competive equality "the thousands of employees who are dependent upon the railroads for a livelihood"; and three paragraphs aimed at convincing railroad employees that they should wipe out their own jobs by supporting the truck drivers in what the teamsters' union apparently intends as a campaign to run the railroads out of the transportation business.

Freight Car Loadings

Loadings of revenue freight in the week ended June 3, which included the Memorial Day holiday, totaled 709,587 cars, the Association of American Railroads announced on June 8. This was a drop of 71,372 cars, or 9.1 per cent, under the previous week, an increase of 10,763 cars, or 1.5 per cent, over the corresponding week last year, and a decline of 111,619 cars, or 13.6 per cent, below the equivalent 1948 week.

Loadings of revenue freight for the week ended May 27 totaled 780,959 cars,

and the summary for that week as compiled by the Car Service Division, A.A.R., follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, May 27

District	1950	1949	1948
Eastern	142,817	138,673	161,210
Allegheny	162,984	164,590	193,833
Pocahontas	58,253	64,806	76,574
Southern	121,530	116,605	139,811
Northwestern	121,184	128,049	136,678
Central Western	117,611	115,432	130,973
Southwestern	56,580	56,669	65,678
Total Western Districts	295,375	300,150	333,329
Total All Roads	780,959	784,824	904,757
Commodities:			
Grain and grain products	40,043	49,462	43,121
Livestock	7,953	8,744	11,838
Coal	143,572	160,798	203,363
Coke	14,396	13,161	15,010
Forest products	45 721	40,904	46,727
Ore	70,383	79,037	82,475
Merchandise l.c.l.	85,372	93,178	108,337
Miscellaneous	373,519	339,540	393,886
May 27	780,959	784,824	904,757
May 20	743,307	773,910	879,177
May 13	711,819*	771,738	846,945
May 6	744,040	768,327	880,287
April 29	745,350	785,444	891,115
Cumulative total 21 weeks	13,982,635	15,133,628	16,547,364

*Revised

In Canada.—Carloadings for the week ended May 27 totaled 72,773 cars, compared with 76,989 cars for the previous week, and 66,157 cars for the corresponding week last year, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
May 27, 1950	72,773	32,404
May 28, 1949	66,157	31,981
Cumulative totals for Canada:		
May 27, 1950	1,473,299	637,992
May 28, 1949	1,517,072	668,255

Special Master Expected To Report on Georgia Case

Issuance in the near future of a report by Special Master Lloyd K. Garrison on the State of Georgia's suit against some 20 eastern and southern railroads was forecast in an order announced by the United States Supreme Court on June 5. The order, which came as the court ended its 1949 term, directed that "upon submission," the report of the special master be "received and filed," and that "exceptions and objections of the parties, if any, shall be filed within 90 days thereafter."

The suit was initiated in 1944, and the Supreme Court assumed original jurisdiction by a 5-to-4 decision of March 26, 1945 (see *Railway Age* of March 31, 1945, page 584). On December 17, 1945, the court announced its selection of Mr. Garrison as special master to take evidence. Georgia's complaint alleges that the defendant railroads were parties to a conspiracy in restraint of interstate trade and commerce. It charges that they fixed rates to and from Georgia so as to prefer other states.

The court's order appointing the special master directed him "to find the facts specifically and state separately his conclusions of law thereon, and to submit the same to this court . . . together with a draft of the decree recommended by him." The master's findings, conclusions, and recommended decree, the order added, "shall be subject to consideration, revision, or approval by the court."

ORGANIZATIONS

Hugh J. Ward, deputy comptroller of the Pennsylvania, has been elected treasurer of the **Philadelphia Control, Controllers Institute of America.**

William D. Johnson, vice-president of the Order of Railway Conductors, has been appointed treasurer of the **National St. Lawrence Project Conference,** to replace the late Harry W. Fraser, formerly president of the O.R.C. and chairman of the Railway Labor Executives' Association.

EQUIPMENT AND SUPPLIES

U.P. to Spend $190,000,000 For Improvements, Equipment

During 1950 the Union Pacific will spend $190,000,000 for new equipment, improvement of right-of-way, new track, equipping locomotives and cabooses with radio, and centralized traffic control. This announcement was made by E. Roland Harriman, chairman, and Arthur E. Stoddard, president, after the road's recent first postwar board meeting in Los Angeles, Cal. The allocation, larger than any similar expenditure by the road in so short a time, earmarks $36,000,000 for new equipment, including 8,000 new or modernized freight cars, 65 new sleeping cars, 36 Diesel-electric locomotives and a fleet of new coaches. [Orders by the U.P. for 35 Diesel-electric locomotive units costing $4,875,000 and 4,500 freight cars costing about $23,000,000 have been reported in *Railway Age* so far this year.]

LOCOMOTIVES

The **Baltimore & Ohio** has announced that tentative arrangements are being made to obtain 10 Fairbanks-Morse Diesel-electric switching locomotives under the Equitable Life Assurance Society's rental program.

The **Clinchfield** has ordered six 1,200-hp. Diesel-electric switching locomotive units from the Electro-Motive Division of General Motors Corporation. Delivery of the units, which will be used in yards at Johnson City, Tenn., Kingsport and Erwin, is expected in July.

The **Delaware & Hudson** has ordered 34 Diesel-electric locomotive units from the American Locomotive-General Electric Companies. Included in the order are 18 1,000-hp. switching and 16 1,500-hp. road-switching units, which will cost approximately $4,100,000. The equipment will be purchased through a conditional sale agreement.

The **Missouri-Kansas-Texas** has ordered 16 Diesel-electric locomotive units costing about $2,200,000. The American Locomotive-General Electric Companies will build two 3-unit 4,500-hp. passenger locomotives and two 1,600-hp. road-switching units and the Baldwin Locomotive Works will construct eight 1,600-hp. road-switching units. Delivery of this equipment is scheduled to be completed by next September.

FREIGHT CARS

The **Missouri-Kansas-Texas** has ordered 100 70-ton covered hopper cars from the Pullman-Standard Car Manufacturing Company. The inquiry for these cars, which will cost about $600,000, was reported in *Railway Age* of May 13, page 68.

The **Southern** is inquiring for 50 70-ton steel covered hopper cars of 3,190 cu. ft. capacity each. This inquiry is in addition to that for 250 70-ton 1,958-cu.-ft. steel covered hopper cars reported on page 56 of last week's *Railway Age*.

SIGNALING

The **Alton & Southern** has ordered from the Union Switch & Signal Co. material to install a relay interlocking at Tolson, Ill. In addition to the B-30 control machine, which will be located at Tolson, the order includes style H-2 searchlight signals, relays, rectifiers, transformers, and circuit controllers. Field installation will be done by railroad forces.

The **International-Great Northern** has ordered equipment from the General Railway Signal Company for installation of an NX all-relay electric interlocking at Tower 80, Houston, Tex. The control machine, of the console type, will have a 35- by 132-in. panel with 37 track indication lights, 33 entrance knobs, 33 exit buttons and 12 switch test keys for control of 18 switch machines and 33 signals. Included in this order are model 5D switch machines, type B relays, types D, G and L signals, model 9A electric switch locks and welded steel houses.

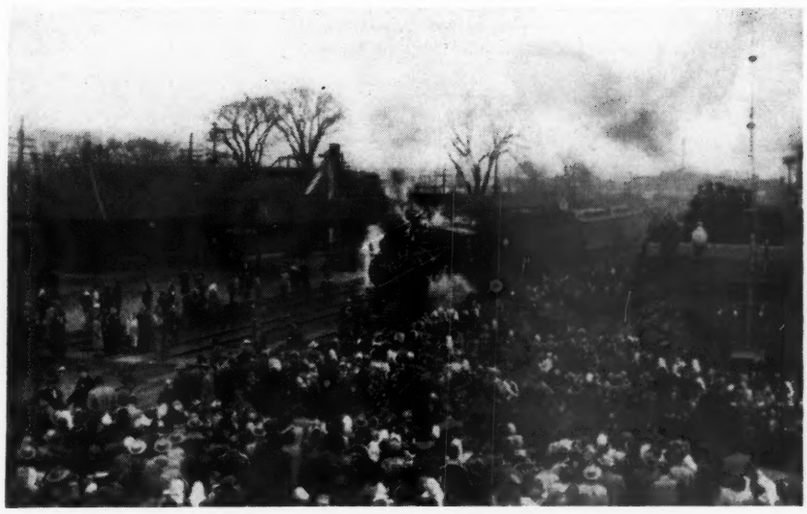
The **New Orleans, Texas & Mexico** has ordered equipment from the General Railway Signal Company for installation of an NX all-relay electric interlocking at Settegast yard, Houston, Tex. The control machine will have a 23- by 37-in. panel with 8 track indication lights, 8 entrance knobs, 8 exit buttons and 3 switch test keys for control of 4 switch machines and 8 signals. Included in this order are model 5D switch machines, type B relays, types D, G and L signals and welded steel houses.

Additional General News begins on page 92

CAR SERVICE

The I.C.C. has set back a year, from May 25 until May 25, 1951, the expiration date of Revised Service Order No. 562. The order makes Director Homer C. King of the commission's Bureau of Service a commission agent with authority to divert loaded and empty freight cars whenever in his opinion an emergency exists whereby any railroad is unable to move traffic over its lines.

Special car order No. 58, effective June 7, was issued by the Car Service Division, A.A.R., to expedite the return home of XM-type, plain box cars owned by the Atchison, Topeka & Santa Fe; Chicago, Rock Island & Pacific; Missouri Pacific; and St. Louis-San Francisco. It superseded Special Car order No. 57, a like order applying only to cars of the Santa Fe, which had been in effect since May 28. Order 58 was addressed to roads in the Eastern, Allegheny and Pocahontas regions, and its general requirement is that such roads must not use the involved western box cars for loading. There is, however, a modification provision stipulating that, if the western cars become empty in territory on or east of a line from Buffalo, N. Y., through Pittsburgh, Pa., Grafton, W. Va., thence to the Potomac river, they may be loaded to any station west thereof. Another provision requires that when the western cars become empty at a western gateway where they are not at home, and are without direct home route, they are to be delivered to and accepted by any of the aforementioned western roads "for prompt movement to owner." Also the four named western roads are prohibited from delivering box cars of Eastern, Allegheny or Pocahontas ownerships off their lines empty. They must load them in accordance with Car Service Rules, calling upon C.S.D. for instructions if suitable loading is not available.



Engine No. 801, running as Chicago, Rock Island & Pacific Second No. 9, on the morning of April 24, arrives at Moline, Ill., with Rock Island President J. D. Farrington and the cast of the movie "Rock Island Trail." Ten Wheeler No. 801 was formerly on the Warren & Ouachita Valley, a Rock Island subsidiary. The first car in the special is a Palace diner—one of the attractions of the Railroad Fair at Chicago last year—and the two coaches are B.&O. cars which were borrowed for filming "on location" in Oklahoma

SUPPLY TRADE

George E. Shafer, manager of the sales engineering department of **Armco Drainage & Metal Products, Inc., Armco Steel Corporation** subsidiary, has been appointed chief engineer. In his new post, Mr. Shafer continues in charge of the sales engineering department, and in addition, assumes responsibility for the product engineering and new product development departments. This change was occasioned by the retirement of **Carleton C. Clark,** manager of the fabricated products engineering department, and **John R. Wilks,** manager of the new product development department. Mr. Shafer joined the Armco organization in 1925 as a civil engineer with the Armco Culvert Manufacturers Association. He became sales engineer of the culvert and pipe department in 1933, and later chief sales engineer of the pipe and formed products division. With the organization of Armco Drainage in 1945, Mr. Shafer was appointed manager of the sales engineering department.

Gordon R. Anderson, manager of engineering of **Fairbanks, Morse & Co.'s** Beloit (Wis.) Works, has been appointed general manager of the company's Freeport (Ill.) Works, succeeding **Lee Madden,** retired. **J. F. Weiffenbach,** formerly chief engineer of the Diesel Locomotive division at Beloit, succeeds Mr. Anderson.

Paul C. Van Cleave, district manager of the Los Angeles, (Cal.) warehouse of the **United States Steel Supply Company (United States Steel Corporation** subsidiary), has been elected sales vice-president of the company, effective July 1, succeeding **Marcus J. Aurelius,** elected sales vice-president of the **Columbia Steel Company,** another U. S. Steel subsidiary. **Frederick L. Bruckner,** assistant Chicago district manager, succeeds Mr. Van Cleave.

Robert B. Craig of Washington, D. C., has been appointed a representive of the **Hennessy Lubricator Company.**

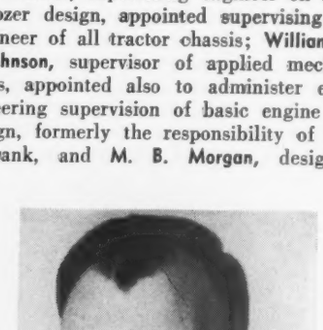
The **Pressed Steel Car Company,** Chicago, has purchased the **C. R. Jahn Company,** Savanna, Ill., manufacturers of heavy-duty trailers, to be operated as the Jahn Trailer division of Pressed Steel. **C. R. Jahn,** president of the Jahn Company, will be manager of sales and **Herbert Jahn** will remain in charge of trailer design. Manufacturing operations will be moved to Pressed Steel's Mount Vernon, Ill., plant, and sales and executive offices will be located at 6 North Michigan avenue, Chicago.

The **T. C. Johnson Company,** 923 Midland building, Cleveland 15, Ohio, has been appointed railroad representative for **D. W. Onan & Sons, Inc.,** Minneapolis, Minn., to handle all sales to railroads headquartering in the Cleveland area. The Johnson company has also been appointed to succeed the late **Charles E. Murphy** as railroad equipment representative of the **Silent Hoist & Crane Co.**

James A. Friend, vice-president and general purchasing agent of the **Nordberg Manufacturing Company,** Milwaukee, Wis., has been appointed senior vice-president, succeeding to the duties of **F. Howard Kilberry,** who has resigned to become management consultant in charge of the Superior engine division of the **National Supply Company** at Springfield, Ohio. **Floyd T. Finley** succeeds Mr. Friend as general purchasing agent of the Milwaukee division, and **Arthur W. Mueller** becomes assistant controller of the company.

John E. Jass, supervisor of tractor attachment design for the **Caterpillar Tractor Company,** Peoria, Ill., has been appointed assistant chief engineer. Other changes in the engineering department include: **Thomas M. Logan,** formerly in the research and engineering departments, promoted to service development manager; **Richard S. Frank,** supervisor of engine design, appointed to assume general supervision of the five supervising engineers in the engine design division; **C. L. Kepner,** engineering designer, appointed to succeed Mr. Jass; **Randall Roman,** supervisor of general tractor design, made supervisor of specifications

for comparative analysis in design; **Paul B. Benner,** supervising engineer on bulldozer design, appointed supervising engineer of all tractor chassis; **William G. Johnson,** supervisor of applied mechanics, appointed also to administer engineering supervision of basic engine design, formerly the responsibility of Mr. Frank, and **M. B. Morgan,** designer,



John E. Jass

made supervisor of all cooling equipment.

A native of Peoria, Mr. Jass joined Caterpillar in June, 1923, following graduation from high school. Later, while serving in the company's engineering department, he attended Bradley University. He held the positions of tracer, detailer, layout man and designer in that department, and in 1934 became supervisor of allied equipment. He had served as supervisor of tractor attachment design since 1938.

Roland W. Burt has been appointed sales manager of the Chicago plant of **Joseph T. Ryerson & Son,** to succeed **Thomas Z. Hayward,** whose promotion to general manager of sales was announced

Roland W. Burt

in last week's *Railway Age*. Mr. Burt began his career with Ryerson in 1923. He was appointed sales representative in northern Indiana in 1926 and remained there until 1937 when he was transferred to the St. Louis, Mo., plant as a representative of the railroad sales division. The following year he was appointed eastern manager of railroad sales, with headquarters at New York. In 1945 Mr. Burt returned to Chicago as head of the Ryerson tubular products division, holding that position until his recent appointment.

Elmer F. Twyman has been elected vice-president in charge of the Philadelphia, Pa., division of the **Yale & Towne Manufacturing Co.,** to succeed **James C. Morgan,** who will retire on June 15 under the pension plan of the company. **John A. Baldinger,** assistant general manager of the Automatic Transportation Company division of Yale & Towne, will be transferred to the Philadelphia division on June 15 as assistant general manager of the Philadelphia plant.

Mr. Twyman was born on December 29, 1893, in Kansas City, Mo. He was graduated from the Boston Latin School,

Elmer F. Twyman

after which he entered the automobile business. He began his career in the industrial transportation and materials handling equipment field in 1911 with the American Locomotive Company, and subsequently became New England manager of the Garford Motor Car Company, a subsidiary of the Willys-Overland Company. He later worked as general sales manager of the Commercial Truck Company and in 1928, when this company was acquired by the Automatic Transportation Company, he was transferred to Chicago in the same capacity.

The **Wilson Engineering Corporation** of Chicago has appointed **Don. B. Alexander,** Terminal Tower building, Cleveland, Ohio, eastern representative.

Edward F. Schalk has been appointed sales manager of the stainless steel division of **A. M. Castle & Co.,** with responsibility for sale of stainless sheet, plate, tubing and bars, and stainless clad sheet and plate.

OBITUARY

F. B. Hartman, 75, retired southeastern representative of the Hunt-Spiller Manufacturing Corporation, died on June 4, at Cincinnati, Ohio, after a short illness.

ABANDONMENTS

Division 4 of the I.C.C. has **authorized:**

Chicago, Burlington & Quincy.—To abandon 4.83 mi. of line between Sedan, Iowa, and Moulton, and abandon operation under trackage rights over 14.1 mi. of the Wabash between Moulton and Bloomfield.

Illinois Terminal.—To abandon 0.6 mi. of line between East Peoria, Ill., and Peoria, including a 1,361-ft. bridge over the Illinois river. The report by Division 4 said continued operations over the line would require expenditures of "perhaps $500,000" to place the facilities in Peoria in such grade and alinement as to permit the use of new equipment.

Lehigh Valley.—To abandon 9.7 mi. of branch line between Noxen, Pa., and Splash Dam. The line formerly served a natural ice plant, operation of which was discontinued in October, 1949.

Missouri Pacific.—To abandon approximately 6.6 mi. of branch line, extending in a northerly direction from Nashville, Ark. The division's report said the branch has been operated "at a substantial loss" for several years.

Texas & New Orleans.—To abandon its Lampasas branch, 22.6 mi. of main track and 1.7 mi. of sidetrack, between Burnet, Tex., and Lampasas.

CONSTRUCTION

Atchison, Topeka & Santa Fe. — This road has awarded a contract to the Day Company, Minneapolis, Minn., covering installation of "cyclonic" dust collection systems in several units of grain elevator "A" at Argentine, Kan. A contract has also been awarded covering installation of two floodlight towers and one "H" fixture, complete with projectors, in the new hump yard at Pueblo, Colo.

Atchison, Topeka & Santa Fe.—The Morrison-Knudsen Company of Boise, Idaho, has been awarded a contract to do necessary grading, bridge and culvert work for a line change between Revere, Mo., and Medill, 7.1 mi., to reduce curvature from the present four deg. maximum to one deg. A contract has been awarded to the Martin K. Eby Construction Company, Wichita, Kan., for construction of new station facilities at Arkansas City, Kan.

Atlantic Coast Line.—Division 4 of the I.C.C. has authorized this road to proceed with construction of 0.95 mi. of new trackage in Columbus county, N. C.

The construction was originally authorized by the commission in November, 1937, but in 1943 the commission suspended the authorization "pending . . . further showing . . . with respect to public convenience and necessity." The Riegel Paper Corporation has now announced its intention to proceed with construction of a plant which this A.C.L. extension would serve.

FINANCIAL

Alleghany Corporation.—*Would Change Loan Collateral.*—This company has asked the I.C.C. to approve changes in a loan agreement with the Chase National Bank, New York, thus freeing to Alleghany not less than $5,000,000 of collateral held by the bank as security for a $15,000,000 loan and making available to Alleghany future dividends and interest on collateral the bank would continue to hold. The loan is evidenced by a $15,000,000 note and Alleghany said securities now held by the bank as collateral had an indicated market value on May 9 of over $26,000,000, including $1,394,615 in cash, and federal government obligations with an indicated market value of $11,649,753. The proposed changes would eliminate from the present agreement certain provisions about collateral and disposition of its income by substituting a provision that Alleghany be required to keep on deposit and pledged as security U.S. government obligations with market value of at least 36⅓ per cent of unpaid principal of the note, and other securities having market value of at least 150 per cent of the amount by which the unpaid portion of the note exceeds ten-elevenths of the market value of the pledged federal securities. Alleghany would agree to (1) incur no additional indebtedness, other than the $15,000,000 Chase National loan and loans totaling $9,000,000 with the Manufacturers Trust Company, New York; (2) refund no loans in whole or in part; and (3) declare or pay no dividends and in no way retire shares of its capital stock if the amount required for dividends or retirement after July 1 would exceed total of net income after that date, plus $100,000.

Arkansas Western.—*Bonds Extended.*—The I.C.C. has authorized this road to extend from June 1, 1950, to October 1, 1975, the maturity date of its first mortgage gold bonds, amounting to $1,075,000. The bonds are owned by the Kansas City Southern. Interest on the extended bonds will continue at 6 per cent.

Cambria & Indiana. — *Control.* — Division 4 of the I.C.C. has authorized the Bethlehem Steel Corporation to acquire control of this road. The acquisition will be effected by transfer to Bethlehem of 9,000 shares, or 60 per cent, of the C.&I.'s capital stock, which has been trusteed since 1948. The trusteeship was created in connection with the acquisition by Bethlehem of the former J. H. Weaver Company, which owned the stock. The C.&I. operates about 18.6 mi. of mail line between Manver, Pa., and Colver, and approximately 16.7 mi. of branch lines. The remaining 40 per cent of its stock is owned by the Clearfield Bituminous Coal Corporation, an affiliate of the New York Central

Florida East Coast.—*Reorganization.*—Hearings in this road's reorganization proceeding will be held in Washington, D. C., on July 11 before Assistant Director R. T. Boyden and Ralph H. Jewell, chief of section of loans and reorganization, of the commission's Bureau of Finance. Parties intending to introduce evidence at the hearings have been requested to furnish on or before June 30 copies of any exhibits they expect to present. As noted in *Railway Age* of June 3, page 57, the commission has reopened the case, following the Supreme Court's refusal to review district court action which set aside the reorganization plan previously approved by the commission.

Georgia, Florida & Alabama.—*Reorganization Expenses.* — For the period through September 30, 1949, the I.C.C. has fixed $155,706.35 as the maximum to be paid for services and expenses in connection with this road's reorganization proceedings. Total claims for the period had amounted to $279,447.86.

Illinois Central.—*Dividend Suit.*—The suit against this road in which a group of preferred stockholders contended earnings were sufficient to permit dividend payments on the $6 non-cumulative preferred stock during 1937-47 (see *Railway Age* of May 6, page 62), has been dismissed by the United States District Court in New York. Judge C. G. Galston, in dismissing the suit, pointed out that during the 11-year period the I.C. had been faced with the problem of physical upkeep, variables or indeterminants in the general economic situation and its financial ability to meet its obligations. The decision, it was reported, will be appealed to the Circuit Court of Appeals.

New York, Ontario & Western.—*Sale of Property.*—Two cash bids for purchase of this road's property have been offered in the United States District Court at New York. The highest was $2,448,000, submitted by the Lew Frank Industrial Corporation, Rochester, N.Y., and the other was $1,500,000, submitted by the H. E. Salzberg Company. An attorney for the latter company said it intended to operate about 40 per cent of the line between Port Jervis, N. Y., Summitville, Kingston, Roscoe, Walton, Rome, Utica and Oswego, which, he added, carries approximately 80 per cent of the road's freight. Both bids are subject to assumption of $315,024 in grade-crossing elimination obligations and $3,239,000 in unpaid equipment trust certificates.

Five other bids were made for specific portions of the road, including an offer of $400,000 by the New York Central for a 13-mi. section from Fulton, N. Y., to Oswego, over which the Central now has trackage rights.

Pennsylvania-Wabash. — *Control of D.T.&I.*—The I.C.C. has postponed "until further order of the commission" the effective date of its recent order authorizing these roads to acquire control of the Detroit, Toledo & Ironton. (See *Railway Age* of May 6, page 62.) The order was originally scheduled to become effective 40 days from its date, which was May 2. In ordering the indefinite postponement, the commission also gave interested parties more time (until June 12) for the filing of petitions for reconsideration of the involved decision. This granted in part a request of the New York Central and the New York, Chicago & St. Louis, which had sought a June 22 deadline.

Savannah & Atlanta.—*Trackage Rights.*—Division 4 of the I.C.C. has approved a revised trackage rights agreement between this road and the Georgia, covering operations between Camak Junction, Ga., and Camak, 2.4 mi. The original agreement was made in 1916; the revised version is to be effective as of November 1, 1948. The new agreement revises the basis for dividing expenses of interest, rental, and maintenance and operation costs, and will adjust the S.&A.'s proportionate share of the costs in line with present-day traffic.

Southern.—*Purchase of Buffalo, Union-Carolina.*—The I.C.C. has amended its order of December 2, 1949, which authorized the Southern to purchase a 4.6-mi. segment of the B. U.-C. The amendment provides that the purchase price will be $150,000, instead of $100,000 as was originally authorized. The present finding, the commission report said, is based on a conclusion that traffic that can reasonably be anticipated over the segment, at least for the next few years, will produce revenues ample to warrant the higher purchase price. (See *Railway Age* of March 11, page 105.)

New Securities

Application has been filed with the I.C.C. by:

Southern.—To issue and sell $10,000,000 of St. Louis-Louisville first mortgage bonds, proceeds from sale of which would be used to help redeem $12,474,000 of other first mortgage bonds due January 1, 1951. The bonds scheduled for maturity bear interest at 4 per cent and are a first lien on the Southern's St. Louis division. The balance needed for their redemption would be provided from the company treasury, and the redemption would thus reduce the Southern's funded debt by approximately $2,474,000. The new bonds would be sold by competitive bidding, with the interest rate to be set by such bidding. They would be dated June 1, except registered

bonds without coupons issued after December 1 would be dated as of the first day of the current interest period. The bonds would mature June 1, 1975. Provisions are made for payments of $100,000 annually into the sinking fund, beginning June 1, 1951.

Division 4 of the I.C.C. has **authorized:**

Atlantic Coast Line.—To issue $50,724,000 of general mortgage series A bonds, due March 1, 1980, to be offered to present bondholders in exchange for a like amount of first consolidated mortgage 4 per cent bonds due July 1, 1952. The new bonds will bear interest at 4½ per cent to September 1, 1952, and at 4 per cent thereafter to maturity. (See *Railway Age* of April 15, page 71.)

As collateral security for the new issue the A.C.L. will pledge the following: (1) until July 1, 1952, such consolidated mortgage bonds as may be received in the exchange offer; (2) on or before July 1, 1952, $68,478,000 of general unified mortgage 4½ per cent bounds, series A, due June 1, 1964, and now held in the company treasury; and (3) such general unified mortgage bonds, first consolidated mortgage bonds, and such other prior debt bonds as from time to time may be acquired by operation of the sinking fund created for the new series A bonds.

Delaware, Lackawanna & Western.—To assume liability for $19,356,000 of new securities in connection with refunding a like amount of Morris & Essex construction mortgage gold bonds. The latter indebtedness is in two series, $8,394,000 of series A 5 per cent bonds and $10,962,000 of series B 4½ per cent bonds. These M.&E. bonds are scheduled to mature May 1, 1955.

To meet this maturity, the Lackawanna proposes to exchange $400 in cash and $600 in new bonds for each $1,000 of M.&E. bonds. The road will issue $11,613,600 of Pennsylvania division refunding mortgage and collateral trust bonds, and $7,742,400 of Pennsylvania division first mortgage 4¾ per cent bonds. The latter of these two issues will be sold for cash to the Metropolitan Life Insurance Company, and the commission exempted the issue from competitive bidding requirements. Proceeds from this sale will provide necessary funds to pay the $400 per bond under the exchange offer.

The $11,613,600 of refunding mortgage and collateral trust bonds will provide the new bonds to be used in exchange. These new bonds will be in two series, $5,036,400 series A and $6,577,200 series B, bearing interest at 5 per cent and 4½ per cent respectively. The series A bonds will be exchangeable for series A 5 per cent M.&E. bonds, and the series B bonds will be issuable in exchange for series B 4½ per cent M.&E. bonds.

The refunding mortgage bonds, to be dated May 1, will mature May 1, 1985. The first mortgage bonds being sold for cash will also be dated May 1, but will mature May 1, 1980.

Pittsburgh & Lake Erie.—To assume liability for $10,000,000 of equipment trust certificates to finance in part 1,500 70-ton gondola cars and 1,000 55-ton steel box cars from Despatch Shops Inc. Total cost of the equipment will be approximately $13,100,500. (See *Railway Age* of May 20, page 226.) The certificates, to be dated June 1, will mature in 10 annual installments of $1,000,000 each, beginning June 1, 1951. The commission approved a selling price of 99.365 with interest at 1⅞ per cent—the bid of Halsey, Stuart & Co. and 12 associates—which will make the average annual cost of the proceeds approximately 2.01 per cent. The certificates were reoffered to the public at prices yielding from 1.35 to 2.15 per cent, according to maturity.

Average Prices Stocks & Bonds

	June 6	Last week	Last year
Average price of 20 representative railway stocks	40.86	42.28	36.54
Average price of 20 representative railway bonds	91.12	91.18	84.28

Dividends Declared

Allegheny & Western.—guaranteed, $3, semiannual, payable July 1 to holders of record June 20.

Fort Wayne & Jackson.—5½% preferred, $2.75, semiannual, payable September 1 to holders of record August 21.

Illinois Central.—Leased lines, 4% guaranteed, $2, semiannual, payable July 1 to holders of record June 9.

Nashville & Decatur.—7½% guaranteed, 99¾¢, payable July 1 to holders of record June 20.

New York & Harlem.—10% preferred, $2.50, semiannual, payable July 1 to holders of record June 9.

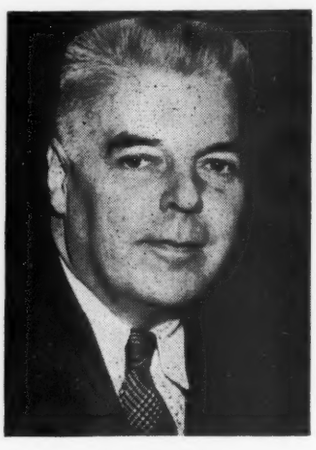
New York, Chicago & St. Louis.—6% preferred A, $1.50, accumulated, payable July 1 to holders of record June 2.

Ware River.—$3.50, semiannual, payable July 5 to holders of record June 16.

RAILWAY OFFICERS

EXECUTIVE

As reported in the *Railway Age* of May 20, **Stanley F. Mackay,** assistant vice-president of the New York zone of the New York, New Haven & Hartford at New York, has retired. Mr. Mackay was born at Meriden, Conn., and began his railroad service as a mail clerk in March, 1904. He served in various capacities at New Haven, including those of engine distributor, inspector of transportation, and assistant chief clerk to general manager until March, 1916, when he went to New London, Conn., as chief clerk to the superintendent. Returning to New Haven, he was appointed chief clerk to general manager in 1918, and served in that post for 10 years. On September 1, 1928, Mr. Mackay was appointed superintendent of the Old Colony division at Taunton, Mass., transferring to the Providence (R.I.) division two years later. In December, 1934, he returned to New Haven as superintendent of transportation, becoming general superintendent of transportation the following year. In 1944 he was appointed manager of transportation and two years later he was named general manager, becoming assistant vice-president at New York in June, 1948.



Stanley F. Mackay

Richard B. Baldwin, who has been appointed assistant to vice-president—traffic of the Bangor & Aroostook at Bangor, Me., was born on May 4, 1905, at Lynn, Mass., and attended Bangor high school and Boston University. He entered railroad service in September, 1926, with the B. & A. as a clerk in the car service department. In November, 1931, he was appointed timekeeper of the Southern division, operating department, and in August, 1933, became chief clerk of that department. From November, 1942, to September, 1946, he was a lieutenant colonel in the Military Railway Service at Washington, D. C. Mr. Baldwin returned to the B.&A. on special duty in the operating department in September, 1946, and in November, 1948, became assistant to passenger traffic manager. In May, 1949, he was appointed assistant to freight traffic manager, which position he held until his recent appointment, which was announced in the *Railway Age* of May 13.

Richard B. Baldwin

The Chesapeake & Ohio, "in recognition of the importance of the Michigan area," has transferred the office of **Robert J. Bowman,** chairman of the executive committee of the C.&O., from Cleveland, Ohio, to Detroit, Mich.

S. J. Frazier, vice-president—operation of the St. Louis-San Francisco, has been appointed also to a similar post with the

Alabama, Tennessee & Northern (part of the Frisco), with headquarters as before at St. Louis, Mo. **J. C. O'Neill,** vice-president—traffic of the A. T. & N., at Mobile, Ala., has been appointed executive vice-president, with the same headquarters.

R. C. McIntyre, general manager of the Union at East Pittsburgh, Pa., has been elected vice-president at Pittsburgh.

William Reid, deputy mayor of New York, signed on June 6 a five-year contract to take over the presidency of the Hudson & Manhattan, effective in October. He will succeed **Morris Cohon,** who is expected to be named chairman of the board. **Henry E. Peelle,** former president and current chairman of the board, is expected to remain as vice-chairman of the board.

FINANCIAL, LEGAL & ACCOUNTING

G. E. Warner, assistant general auditor of the Canadian Pacific, has been appointed auditor of miscellaneous accounts, with headquarters as before at Montreal, Que., succeeding **H. B. Timmins,** who has retired after nearly 52 years of service.

Gregory S. Prince, assistant general solicitor of the Association of American Railroads, has been appointed assistant general counsel, with headquarters as before at Washington, D. C. Mr. Prince was born at Mobile, Ala., in 1910 and was graduated from Yale University in 1934. During World War II, he served from 1942 to 1946 in the Army Service Forces in Washington, South America and Europe, and is now judge-advocate of the general headquarters of the Military Railway Service. He joined the legal staff of the A.A.R. in 1934 as an attorney and in 1946 was named assistant general solicitor.

As reported in the *Railway Age* of June 3, **George T. McElroy** has retired as auditor of disbursements of the Boston & Maine, the Maine Central and the Portland Terminal. Mr. McElroy started his service with the B.&M. as a clerk in the operating department at Lowell, Mass., in 1909, and in 1911 was transferred to the engineering department at Boston, Mass. In October, 1914, he was appointed chief clerk in the accounting department and in June, 1923, was named head of payroll accounts. Mr. McElroy became special assistant in the accounting department in 1926 and was appointed auditor of disbursements at Boston in November, 1945.

James F. Riley has been appointed auditor of disbursements of the Boston & Maine, the Maine Central and the Portland Terminal at Boston, Mass. Mr. Riley entered the service of the B. & M. as a clerk in the accounting department in 1913 and was appointed head of mechanical accounts in 1926. He became chief clerk in the office of the auditor of disbursements in September, 1945, and was named assistant auditor of disbursements two months later. He held the latter position until his recent appointment, which was announced in the *Railway Age* of June 3.

OPERATING

Raymond W. Dow, assistant to general manager of the Bangor & Aroostook, has been appointed assistant general manager, with headquarters as before at Bangor, Me.

Harvey S. Unangst, assistant division engineer of the New York division of the Pennsylvania, has been appointed boat master at Jersey City, N. J., with supervision over all operations of the company's floating equipment in the Port of New York area. He succeeds Charles E. Wilson, retired.

Harley H. Smith, superintendent of the Northern Ohio division of the Railway Express Agency at Cleveland, Ohio, has retired after more than 45 years of continuous service. **J. J. Donovan,** superintendent of the Western Illinois-Eastern Iowa division at Chicago, succeeds Mr. Smith at Cleveland. Mr. Smith was born at Marion, Ohio, and entered the service of the Adams Express Company (predecessor of the R.E.A.) there on February 1, 1905. He became assistant superintendent of terminal service at Chicago in 1939 and less than a year later was appointed superintendent. On January 1, 1945, he was transferred to the Northern Ohio division at Cleveland.

Antone Miller, assistant trainmaster and assistant road foreman of engines of the Pennsylvania at Grand Rapids, Mich., has been advanced to trainmaster at that point, with jurisdiction over train operation in the entire territory which formerly comprised the Grand Rapids division. **H. H. Vaughan,** trainmaster on the Indianapolis division, has been transferred to the Toledo division.

T. Wood, superintendent of the Canadian Pacific at Calgary, Alta., has been transferred to the Brandon division at Brandon, Man. He is succeeded by **W. J. Price.**

B. R. Gould, assistant to president of the Union at Pittsburgh, Pa., has been appointed general manager at East Pittsburgh, succeeding **R. C. McIntyre,** who has been elected vice-president. The position of assistant to president is discontinued.

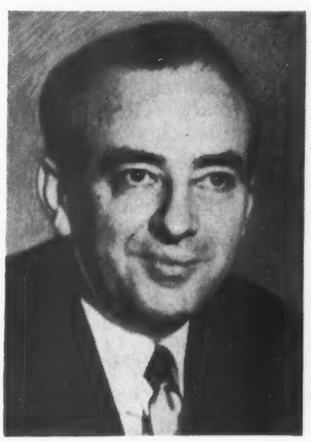
F. E. Weaver and **C. D. Reed** have been appointed trainmasters of the St. Lawrence division of the New York Central at Watertown, N. Y. **R. J. Dorey,** trainmaster at Norwood, N. Y., has been transferred to the Pennsylvania division at Jersey Shore, Pa. **F. K. Mitchell, Jr.,** trainmaster at Clearfield, Pa., has been transferred to the Hudson & Mohawk divisions at Albany, N. Y. **J. W. Hobb** has been appointed trainmaster of the Syracuse division at Syracuse, N. Y.

Henry C. Jones, assistant superintendent of the Patapsco & Back Rivers, has been elected superintendent, with headquarters as before at Sparrows Point, Md., succeeding **John F. Oaks,** who has retired. **Homer M. Varner** has been appointed assistant superintendent at Sparrows Point.

S. T. McBain, superintendent of the Manitoba district of the Canadian Pacific's sleeping, dining, parlor car and news service department at Winnipeg, Man., has been appointed general superintendent of the Eastern region of that department at Toronto, Ont., succeeding **T. P. James,** who has been transferred to Winnipeg. **J. G. Heisler,** superintendent of the Saskatchewan district at Moose Jaw, Sask., has been transferred to the Manitoba district at Winnipeg. **J. A. Brown,** assistant to the general superintendent at Winnipeg, has been appointed superintendent at Moose Jaw. **Owen Gleason,** chief clerk to the manager of the department at Montreal, succeeds Mr. Brown. Mr. McBain was born at Montreal, Que., joined the C.P. in March, 1916, and was a pilot with the Royal Flying Corps during World War I. Returning to the C.P. in 1918, he worked in various clerical and supervisory positions until January, 1942, when he was promoted to assistant superintendent at Moose Jaw. Mr. McBain was appointed superintendent there in 1944 and transferred to Winnipeg in 1946.

TRAFFIC

As recently reported in the *Railway Age*, **Richard J. Sullivan** has been appointed freight traffic manager in charge of sales and service of the Jersey Central Lines at New York. Mr. Sullivan was born on



Richard J. Sullivan

July 8, 1902, at Boston, Mass., and attended Boston Latin School from 1915 to 1919. He was district freight agent of the American-Hawaiian Steamship Company at Boston from December, 1919, to March 15, 1938. On the latter date he entered

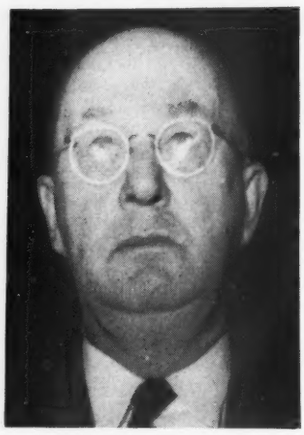
railroad service as New England freight agent of the New York, Ontario & Western at Boston, serving in that capacity until February 1, 1947, when he joined the Jersey Central at New York as assistant freight traffic manager. Mr. Sullivan served in the latter capacity until his recent appointment as freight traffic manager. He was secretary-treasurer of the Traffic Club of New England from December, 1945, to March, 1947.

Paul T. Healy has been appointed freight traffic manager of the Western Maryland at Baltimore, Md., as reported in the *Railway Age* of May 13. Mr. Healy was born at Chicago on April 17, 1894, and entered railroad service in 1912 as freight clerk with the Hocking Valley (now part of the Chesapeake & Ohio) at Marion, Ohio. In 1913 he became transportation clerk for the Erie at Marion and the following year returned to the H. V., where he served as freight clerk at Marion and accountant for the auditor of receipts at Columbus, Ohio, successively. After war service Mr. Healy became assistant

Paul T. Healy

traffic manager, assembly branch, Ford Motor Company, at Columbus. He was appointed accountant for the auditor of disbursements of the C. & O. at Columbus in 1921 and the next year became freight traffic representative at Columbus. During 1923 he was accountant for the Los Angeles & Salt Lake (now part of the Union Pacific) at Los Angeles, Cal. Mr. Healy joined the W. M. in 1924 as commercial freight agent at Columbus and transferred to Pittsburgh, Pa., in 1929. In 1931 he was appointed general agent at Cleveland, Ohio, and on June 15, 1939, became general freight agent at Pittsburgh, which position he held until his recent promotion.

George H. Brimmer, who has been appointed freight traffic manager of the Bangor & Aroostook at Bangor, Me., was born on April 24, 1885, at Mariaville, Me., and attended the Universities of Maine and of Pennsylvania (1909). Entering railroad service on March 17, 1910, in the freight audit department of the B. & A., he transferred to the freight traffic department on April 3, 1911. Mr. Brimmer was appointed tariff clerk on August 1, 1911; rate clerk in 1916; chief clerk later in 1916; chief of tariff bureau in 1930; assistant general freight agent



George H. Brimmer

in 1935, and general freight agent in 1946. He held the latter position until his recent appointment as freight traffic manager, announced in the *Railway Age* of May 13.

D. J. Collins, freight traffic manager of the Missouri-Kansas-Texas at St. Louis, Mo., has retired after more than 50 years of service. He is succeeded by **Harvey Allen,** freight traffic manager of the Katy in Texas, with headquarters at Dallas. **R. T. DuBose,** assistant freight traffic manager at Dallas, succeeds Mr.

R. T. DuBose

Allen. **J. L. Richardson** has been advanced to general freight agent-rates, a newly-created post, at Dallas. Mr. DuBose was born on April 26, 1890, at Milborn, Tex., and was educated at Scranton Academy and Britton's Training School at Scranton, Tex. He entered railroad service in 1912 as a rate clerk on the Texas & Pacific at Dallas, and in 1918 joined the Katy there in that position. Following military service during 1918 and 1919, he held various positions until 1931, when he was appointed assistant general freight agent. In 1935 Mr. DuBose was advanced to general freight agent at Dallas, becoming assistant freight traffic manager there in January, 1947.

Mr. Richardson was born on May 31, 1895, at Georgetown, Tex., where he attended public schools and Southwestern University. In 1924 he entered Katy service in the general office at Dallas as a division clerk. He later held the positions successively of rate clerk, chief clerk, and assistant foreign freight traffic manager, and prior to his recent promotion was serving as chief clerk in the general freight office at Dallas.

As announced in the *Railway Age* of June 3, **Ralph B. Rogers,** passenger traffic manager of the Erie at Cleveland, Ohio, has retired. Mr. Rogers was born at Wellsville, N. Y., on October 23, 1894, and attended Andover (N. Y.) high school and Maple City Business College. He became a ticket clerk for the Erie at Hornell, N. Y., when he was 17

Ralph B. Rogers

years old and later transferred to Buffalo, N. Y. Mr. Rogers served successively as chief clerk at Jersey City, N. J., city ticket agent at New York, assistant to the passenger traffic manager at New York, and general passenger agent at New York and Buffalo, successively. He was promoted to passenger traffic manager at Cleveland in 1942.

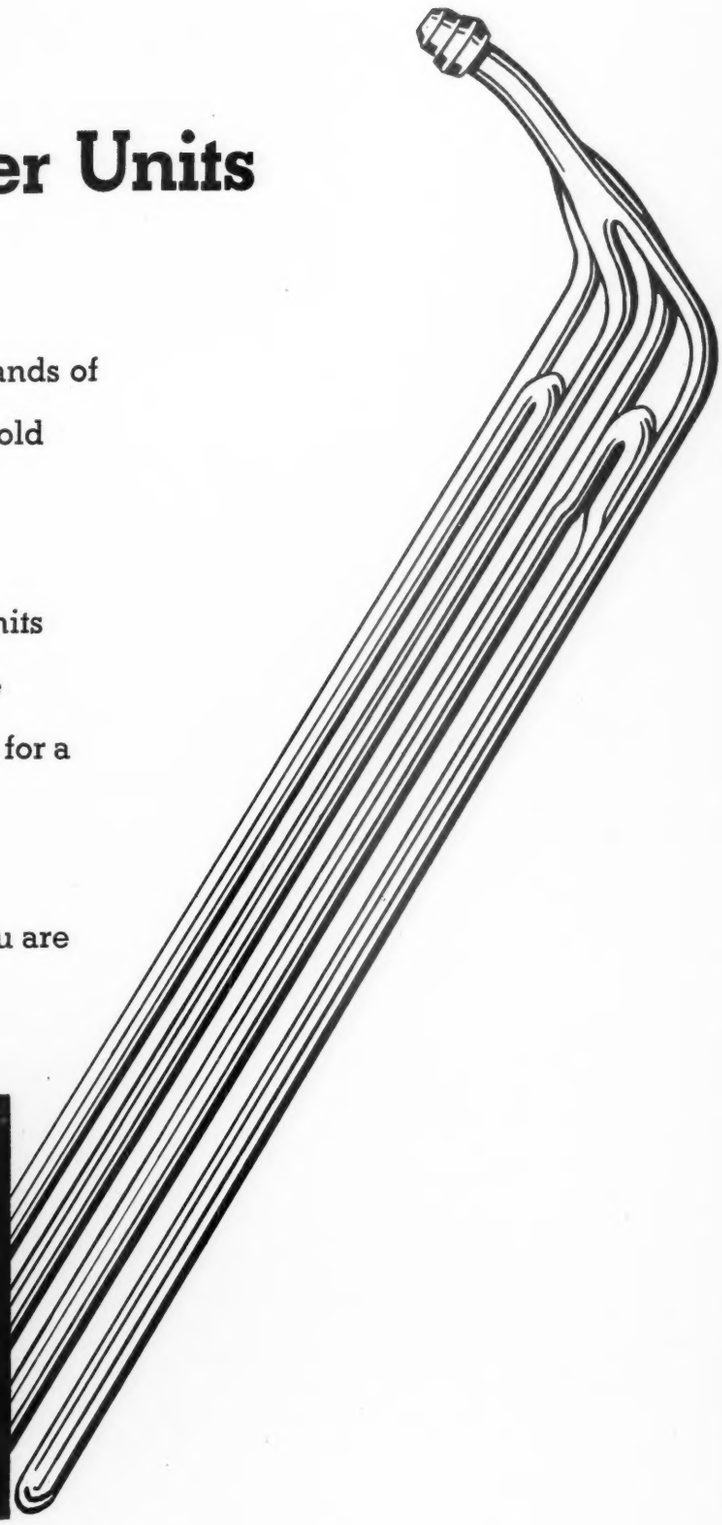
Lloyd L. Smith, whose promotion to assistant traffic manager of the Missouri Pacific Lines at San Francisco, Cal., was reported in the *Railway Age* of June 3, was born on July 16, 1901, at Sedalia, Mo., and graduated from Northeast High School, Kansas City, Mo., in June, 1919. He began his railroad career in July, 1919, as a clerk in the general superintendent's office of the Kansas City Terminal at Kansas City. In July, 1925, he joined the M. P. Lines in the general agent's office at San Francisco as a clerk, becoming traffic representative at that point a year later. He was appointed general agent there in February, 1935, and in December, 1942, entered military service as a major in the Transportation Corps, U. S. Army. Following his discharge in January, 1946, as lieutenant-colonel, Mr. Smith returned to the

News Department continued on next left-hand page

Life *Renewal*

for

OLD Superheater Units



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M. P. Lines at San Francisco as general agent, the position he held prior to his promotion.

Ward Allen, commercial agent of the Kansas City Southern Lines at Los Angeles, Cal., has been appointed general agent at that point.

R. Dale McKeon, general agent of the Pennsylvania at Grand Rapids, Mich., has retired after 48 years of service.

Walter M. Clements has been appointed manager mail, express and motor transport of the Chicago, Indianapolis & Louisville. Mr. Clements has also assumed supervision of merchandise traffic along with his other duties.

V. O. Guyton has been appointed assistant general freight agent of the Wabash at Detroit, Mich. The position of division freight agent at Detroit has been abolished.

R. C. Riedinger, assistant to the vice-president in charge of fuel purchases of the Chesapeake & Ohio, has been appointed general coal traffic manager, with headquarters as before at Cleveland, Ohio, succeeding **G. H. Reinbrecht,** resigned. Mr. Riedinger was born at Chicago 52 years ago and studied liberal

R. C. Riedinger

arts and law at De Paul University. He served as assistant general freight agent of the Wabash at Chicago for five years before joining the C.&O. in February, 1943, as assistant to the vice-president in charge of fuel purchases.

F. J. Wild, who has been advanced to general passenger agent of the Erie at Cleveland, Ohio, was born on July 20, 1899, at Buffalo, N. Y., where he attended parochial schools and Hursts Business College. He entered railroad service in 1922 as a stenographer with the Buffalo, Rochester & Pittsburgh (now B.&O.) at Buffalo, in which capacity he served until 1926. Mr. Wild then joined the Erie as chief clerk at Buffalo and was appointed city passenger agent there in 1928. He became general agent at Buffalo in 1929, transferring to New York in 1933 and to Jersey City, N. J., in 1945. The following year he was advanced to assistant general passenger agent at New York, where he remained until his recent appointment, which was announced in the *Railway Age* of June 3.

Sylvester F. Witt has been appointed general agent of the Chesapeake & Ohio at Richmond, Va., and **W. J. Harahan, Jr.,** has been appointed industrial agent at Detroit, Mich.

Willard F. Burgess, general foreign freight agent of the Louisville & Nashville, at Louisville, Ky., has been appointed senior assistant general freight agent, with the same headquarters, succeeding the late **J. S. Thompson.**

MECHANICAL

D. W. Akins, superintendent car department of the Texas & Pacific at Dallas, Tex., has retired after 52 years of railroad service.

W. C. Ellison, division master mechanic of the Gulf, Colorado & Santa Fe, at Galveston, Tex., has been appointed master mechanic of the Atchison, Topeka & Santa Fe's Pecos division, at Clovis, N. M. He succeeds **Harold F. Mackey,** transferred to Argentine, Kan., as reported in the *Railway Age* of June 3.

PURCHASES & STORES

H. E. Peckover, stationery storekeeper, Pere Marquette district, Chesapeake & Ohio, at Detroit, Mich., has been promoted to assistant general storekeeper, with headquarters at Grand Rapids, Mich., succeeding **William C. Wilson,** advanced to general storekeeper at that point, as reported in the *Railway Age* of June 3. **A. J. Sowatsky** has been appointed division storekeeper at Saginaw, Mich., and **H. P. Parr** becomes stationery storekeeper at Grand Rapids. Mr. Peckover was born on July 8, 1897, at Saginaw, where he attended high school. In July, 1916, he entered the service of the Pere Marquette (now part of the C. & O.) as a clerk in the stationery department at Detroit. He later held various positions, including chief clerk, rate clerk and tie and timber agent at Detroit. He became stationery storekeeper there in August, 1919.

William C. Wilson, whose promotion to general storekeeper, Pere Marquette district, Chesapeake & Ohio, with headquarters at Grand Rapids, Mich., was reported in the *Railway Age* of June 3, was born on August 6, 1895, at Kaukauna, Wis. Upon graduation from high school at Stockton, Ill., in June, 1914, Mr. Wilson entered railroad service at that point with the Chicago Great Western as a material clerk. He later joined the Chicago & North Western, serving successively until January, 1925, as store foreman at Chicago, and local storekeeper at Council Bluffs, Iowa, and Mason City. Subsequently he went with the Pere Marquette (now part of the C. & O.) as store foreman at Saginaw, Mich. He became chief clerk to division storekeeper in 1928, and assistant division storekeeper in 1929. Two years later Mr. Wilson was advanced to division storekeeper, being transferred to Grand Rapids in March, 1942, as assistant general storekeeper, the position he held before his recent promotion.

ENGINEERING & SIGNALING

Arthur M. Gilbert, office engineer-signals, of the Big Four district, New York Central, has been advanced to assistant signal engineer, with headquarters as before at Cincinnati, Ohio, succeeding the late **B. J. Schwendt,** whose death was reported in the *Railway Age* of May 20.

SPECIAL

S. M. Duffer, terminal trainmaster of the Seaboard Air Line at Richmond, Va., has been appointed assistant to director of personnel at Norfolk, Va.

V. W. Bice has been appointed safety supervisor of the Great Northern, at Willmar, Minn., succeeding **E. V. Rindal,** assigned to other duties.

OBITUARY

Charles C. Kratz, late treasurer and paymaster of the Terminal Railroad Association of St. Louis, at St. Louis, Mo., whose death was reported in the *Railway Age* of May 27, was born in that city on December 13, 1895. Mr. Kratz attended St. Louis public schools and night school at St. Louis University. He had served with the Terminal at St. Louis since August, 1911, when he joined the road as a messenger. In 1917 he became a clerk in the treasurer's office, and in April, 1939, was made assistant paymaster in the same office. He was appointed treasurer and paymaster in May, 1948.

William H. McCloud, assistant traffic manager of the Litchfield & Madison, at Detroit, Mich., died in an automobile accident at Grand Blanc, Mich., on May 31.

Sidney F. Blanc, general attorney in charge of tax and land departments of the Chicago, Burlington & Quincy at Chicago, died on June 2 at Copley Hospital, Aurora, Ill., following an operation.

J. S. Thompson, senior assistant general freight agent of the Louisville & Nashville, at Louisville, Ky., died recently.

Hugh B. Holmes, who retired in 1943 as chief engineer of the Georgia & Florida, at Augusta, Ga., died in that city on June 1.

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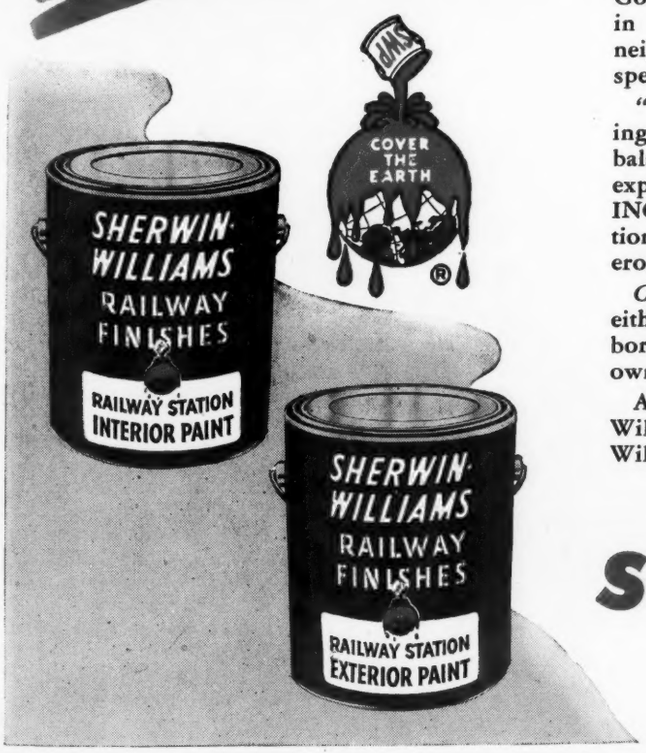

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OPERATING REVENUES AND OPERATING EXPENSES OF CLASS I STEAM RAILWAYS

Compiled from 128 monthly reports of revenues and expenses representing 132 Class I steam railways

(Switching and Terminal Companies Not Included)

FOR THE MONTH OF MARCH 1950 AND 1949

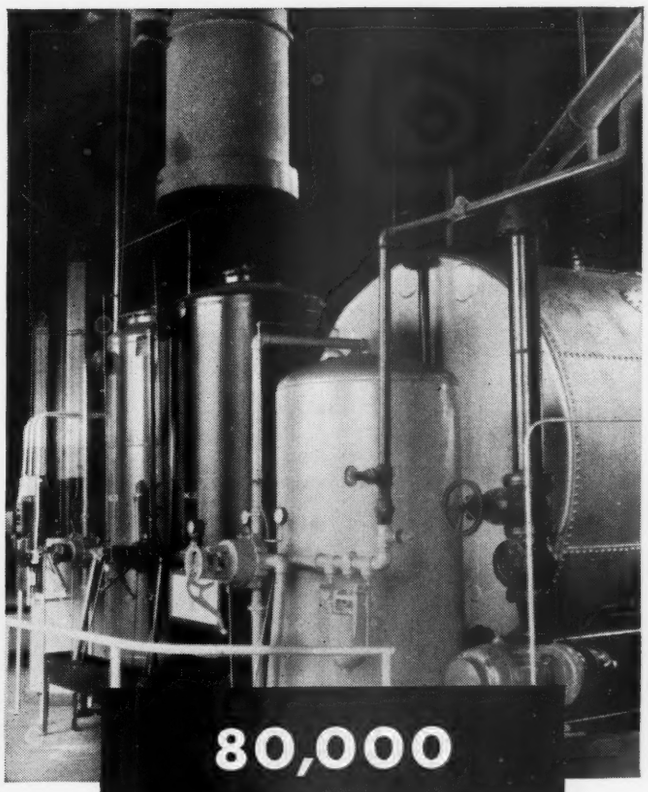
Item	United States		Eastern District		Southern District		Western District	
	1950	1949	1950	1949	1950	1949	1950	1949
Miles of road operated at close of month	226,618	226,670	53,376	53,480	46,150	46,044	127,092	127,146
Revenues:								
Freight	$630,541,953	$616,093,058	$237,776,194	$229,299,005	$138,362,709	$124,069,602	$254,403,050	$262,724,451
Passenger	59,555,366	67,608,046	31,689,305	34,845,391	10,373,549	12,275,517	17,492,512	20,487,138
Mail	18,835,410	18,949,575	7,050,648	6,890,340	3,203,211	3,502,516	8,581,551	8,556,719
Express	6,729,072	6,379,395	2,096,354	1,852,942	1,469,401	1,359,804	3,163,317	3,166,649
All other operating revenues	27,663,931	30,048,677	12,394,990	13,381,109	4,915,242	5,310,807	10,353,699	11,356,761
Railway operating revenues	743,325,732	739,078,751	291,007,491	286,268,787	158,324,112	146,518,246	293,994,129	306,291,718
Expenses:								
Maintenance of way and structures	98,409,755	103,352,470	33,330,494	37,026,718	22,217,180	21,753,743	42,862,081	44,572,009
Depreciation	10,767,268	10,581,812	4,507,771	4,443,750	1,904,817	1,855,910	4,354,680	4,282,152
Retirements	984,334	891,339	207,342	351,023	206,026	122,495	570,966	417,821
Deferred maintenance	*327,400	*305,075	*290,242	*136,361	*2,958	*45,490	*34,200	*123,224
Amortization of defense projects	147,415	135,526	14,742	14,680	46,258	49,266	86,415	71,580
Equalization	4,492,776	3,744,567	2,523,161	2,981,919	791,786	305,797	1,177,829	456,851
All other	82,345,362	88,304,301	26,367,720	29,371,707	19,271,251	19,465,765	36,706,391	39,466,829
Maintenance of equipment	139,202,620	136,691,073	58,068,248	54,196,285	26,855,763	27,202,711	54,278,609	55,292,077
Depreciation	24,153,043	22,530,077	8,976,689	8,664,414	5,353,146	5,035,116	9,823,208	8,830,547
Retirements	*73,582	*64,070	*2,307	*12,280	*51,571	*12,216	*19,704	*39,574
Deferred maintenance and major repairs	*3,385,106	*104,753	*3,368,499	*52,862	*6,223	*33,421	*10,384	*18,470
Amortization of defense projects	1,223,610	1,222,049	451,490	450,984	238,498	238,873	533,622	532,192
Equalization	*218,834	*99,376	19,204	*974	243,012	*94,071	*481,050	*4,331
All other	117,503,489	113,207,146	51,991,671	45,147,003	21,078,901	22,068,430	44,432,917	45,991,713
Traffic	16,184,938	16,764,513	5,489,234	5,744,930	3,351,233	3,476,628	7,344,471	7,542,955
Transportation—Rail line	289,136,300	297,404,541	124,833,559	124,764,839	54,749,102	55,164,589	109,553,639	117,475,113
Miscellaneous operations	8,689,469	9,841,904	3,318,354	3,721,733	1,477,957	1,654,448	3,893,158	4,465,723
General	22,785,194	23,893,590	8,723,630	9,238,040	4,947,453	5,092,270	9,114,111	9,563,280
Railway operating expenses	574,408,276	587,948,091	233,763,519	234,692,545	113,598,688	114,344,389	227,046,069	238,911,157
Net revenue from railway operations	168,917,456	151,130,660	57,243,972	51,576,242	44,725,424	32,173,857	66,948,060	67,380,561
Railway tax accruals	79,801,440	71,656,339	26,072,409	25,285,253	20,721,252	16,447,115	33,007,779	29,923,971
Pay-roll taxes	21,013,607	21,035,505	8,560,106	8,570,800	4,069,718	4,135,843	8,383,783	8,328,862
Federal income taxes‡	31,548,926	23,897,269	7,574,721	6,772,838	10,734,974	6,708,033	13,239,231	10,416,398
All other taxes	27,238,907	26,723,565	9,937,582	9,941,615	5,916,560	5,603,239	11,384,765	11,178,711
Railway operating income	89,116,016	79,474,321	31,171,563	26,290,989	24,004,172	15,726,742	33,940,281	37,456,590
Equipment rents—Dr. balance	10,265,487	10,269,788	4,414,373	4,157,844	*62,827	14,901	5,913,941	6,097,043
Joint facility rent—Dr. balance	3,144,214	3,101,873	1,475,629	1,553,195	505,645	378,074	1,162,940	1,170,604
Net railway operating income	75,706,315	66,102,660	25,281,561	20,579,950	23,561,354	15,333,767	26,863,400	30,188,943
Ratio of expenses to revenues (percent)	77.3	79.6	80.3	82.0	71.8	78.0	77.2	78.0

FOR THE THREE MONTHS ENDED WITH MARCH 1950 AND 1949

Item	United States		Eastern District		Southern District		Western District	
	1950	1949	1950	1949	1950	1949	1950	1949
Miles of road operated at close of month	226,640	226,677	53,376	53,481	46,150	46,040	127,114	127,156
Revenues:								
Freight	$1,649,845,861	$1,770,063,762	$615,285,289	$688,130,598	$350,754,971	$374,611,935	$683,805,601	$707,321,229
Passenger	187,125,907	216,504,416	99,865,453	112,623,005	32,240,670	38,409,512	55,019,784	65,471,899
Mail	52,735,982	52,544,243	19,490,873	19,150,813	9,150,477	9,674,353	24,094,632	23,719,077
Express	14,732,682	15,476,273	4,252,906	4,146,822	3,446,702	3,384,651	7,033,074	7,944,800
All other operating revenues	80,857,936	90,966,488	35,957,789	40,372,413	14,015,237	15,909,899	30,884,910	34,684,176
Railway operating revenues	1,985,298,368	2,145,555,182	774,852,310	864,423,651	409,608,057	441,990,350	800,838,001	839,141,181
Expenses:								
Maintenance of way and structures	274,948,271	304,106,948	94,396,573	108,331,803	63,123,810	65,171,885	117,427,888	130,603,260
Depreciation	32,290,843	31,650,540	13,509,085	13,324,627	5,766,567	5,557,061	13,015,191	12,768,852
Retirements	2,035,250	2,431,707	407,317	579,159	549,786	238,666	1,078,147	1,613,882
Deferred maintenance	*652,837	*575,854	*529,424	*139,831	*18,713	*131,277	*104,700	*304,746
Amortization of defense projects	461,366	439,915	57,869	44,046	139,095	144,617	264,402	251,252
Equalization	16,969,166	14,710,918	8,778,602	7,372,694	5,459,530	3,782,906	2,731,034	3,555,318
All other	223,844,483	255,449,722	72,173,124	87,151,108	51,227,545	55,579,912	100,443,814	112,718,702
Maintenance of equipment	391,423,078	416,114,575	159,280,519	170,187,536	76,716,215	83,397,157	155,426,344	162,529,882
Depreciation	72,262,447	66,897,971	26,791,609	25,779,150	16,226,399	14,934,130	29,244,439	26,184,691
Retirements	*143,265	*185,033	*16,517	*33,100	*82,864	*31,652	*43,884	*120,281
Deferred maintenance and major repairs	*7,764,526	*450,124	*7,565,157	*238,716	*16,864	*131,202	*182,505	*80,206
Amortization of defense projects	3,667,744	3,666,355	1,354,559	1,352,958	715,533	716,668	1,597,652	1,596,729
Equalization	*397,027	834,090	83,388	46,558	923,786	671,555	*1,404,201	115,977
All other	323,797,705	345,351,316	138,632,637	143,280,686	58,950,225	67,237,658	126,214,843	134,832,972
Traffic	47,403,049	49,039,653	16,242,822	16,791,230	9,915,659	10,543,592	21,244,568	21,704,831
Transportation—Rail line	815,345,651	900,985,988	346,891,796	379,843,064	150,525,442	166,988,960	317,928,413	354,153,964
Miscellaneous operations	26,499,709	31,419,520	9,960,384	11,875,238	4,308,806	5,093,665	12,230,519	14,450,617
General	66,566,995	70,361,471	25,560,981	27,362,034	14,272,759	14,972,553	26,733,255	28,026,884
Railway operating expenses	1,622,186,753	1,772,028,155	652,333,075	714,390,905	318,862,691	346,167,812	650,990,987	711,469,438
Net revenue from railway operations	363,111,615	373,527,027	122,519,235	150,032,746	90,745,366	95,822,538	149,847,014	127,671,743
Railway tax accruals	198,956,385	202,470,511	66,948,561	75,491,590	46,190,040	48,789,221	85,817,784	78,189,700
Pay-roll taxes	60,599,544	63,695,398	24,615,555	26,175,258	11,542,716	12,437,288	24,441,273	25,082,852
Federal income taxes‡	57,811,069	59,471,052	12,958,678	19,854,168	17,440,488	19,583,015	27,411,903	20,033,869
All other taxes	80,545,772	79,304,061	29,374,328	29,462,164	17,206,836	16,768,918	33,964,608	33,072,979
Railway operating income	164,155,230	171,056,516	55,570,674	74,541,156	44,555,326	47,033,317	64,029,230	49,482,043
Equipment rents—Dr. balance	30,639,449	30,158,114	12,867,256	13,851,032	*392,294	*1,163,884	18,164,487	17,470,966
Joint facility rent—Dr. balance	9,736,314	9,512,254	4,559,292	4,456,065	1,594,019	1,467,534	3,583,003	3,588,655
Net railway operating income	123,779,467	131,386,148	38,144,126	56,234,059	43,353,601	46,729,667	42,281,740	28,422,422
Ratio of expenses to revenues (percent)	81.7	82.6	84.2	82.6	77.8	78.3	81.3	84.8

‡Includes income tax and surtax.
*Decrease, deficit, or other reverse item.
Compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. Subject to revision.

5,000 GALLONS PER DAY



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A Dearborn De-Ionizing system will provide the mineral-free water you need at less than 10 percent the cost of distilled water.

This mineral-free water, when conditioned with Dearborn formula 517, will provide proper Diesel cooling . . . eliminate mechanical failure of liners, heads and blocks caused by corrosion, scale and sludge deposits. But more than that, this combination will give you an adequate supply of scale-free, non-corrosive water for steam generators and storage batteries . . . for cooling systems of engine-driven auxiliary generators . . . for radiators of trucks, buses, scrapers, graders, cats.

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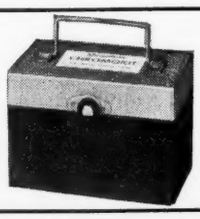

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GENERAL NEWS

(*Continued from page* 80)

Museum of Transport to Get Historic C.&E.I. Coach

An historic coach, veteran of thousands of miles of service over the Chicago & Eastern Illinois, along with a set of tools—now obsolete—which kept steam locomotives running in the days of long ago, have been retired to the Museum of Transport in Kirkwood, Mo., by C. M. Roddewig, president of the C.&E.I.

Car number 405, identical to the road's number 402, which was one of the most popular "characters" in the "Wheels-A-Rolling" pageant of the Chicago Railroad Fair, was chosen for donation to the museum. Built in 1912, the coach will be used both for exhibitions and as a movie theater car to show educational films on the history of American transportation.

D.L.&W. Cuts Round-trip Suburban Fares

The Delaware, Lackawanna & Western on June 1 reduced one-day round-trip and restricted 10-trip fares between New York and Newark, N. J., and stations from Dover, N. J., east. The reductions, amounting to about 25 per cent, according to distance, also apply between intermediate stations. Similar reductions were made in round-trip fares between New York or Newark and stations between Wharton, N. J., Hackettstown, Washington, Newton, Branchville and Blairstown. The round-trip ticket limit in the latter area was extended to four days and tickets are accepted on steam and electric trains.

Standards Group Honors Members

The American Standards Association has awarded honorary certificates to members of its Standards Council who have served more than one year, it was announced recently. Among those receiving awards in recognition of their work in development of industrial standards were E. P. Gangewere, superintendent of motive power and rolling stock, Reading, and A. S. Hunt, chief engineer, communications and signals, Baltimore & Ohio, both representing the Association of American Railroads. Also honored was Walter S. Lacher, of La-Grange, Ill., a former representative of the A.A.R. Mr. Lacher was, from 1915 to 1938, a member of the editorial staffs of *Railway Age* and *Railway Engineering and Maintenance*.

Builder of Trucks to Furnish Press Service

Inauguration of a so-called Trucking Information Service by Mack Trucks, Inc., manufacturer of motor trucks, has been announced in a recent letter directed to editors and publicists.

Alleging that there exists a "flood of arguments, pro and con, which are unceasingly directed toward the public in an effort to prove the trucking industry is either a complete saint, or a complete sinner," the letter states that "either assumption is untenable." Admitting that the information service was established partly in the company's own interest, the letter suggests that the user of the service "will quickly recognize us as a reliable source of fact and point of view. We know you are fully aware of how vital is the role of the trucking industry in sustaining and furthering our way of life . . . yet, the public is increasingly hard pressed to distinguish the wheat from the chaff, the factual from the misleading—and thus to form a well-considered opinion and act accordingly in the best interests both of themselves and of the industry."

Frisco Chief Calls for Coordination in Transport

Clark Hungerford, president of the St. Louis-San Francisco, has called for an end to continuation of "uncordinated promotional activities in transportation."

Speaking in Joplin, Mo., before the Tri-State Traffic Club, he warned that financial destruction of the one form of transport [railroads] which all others combined cannot replace, will result un-

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less the transportation industry learns to function as a "well-integrated machine." Stating that "each form of transport has certain inherent advantages," and each can prosper and contribute to our growing economy, Mr. Hungerford emphasized that healthy railroads are dependent on sufficient traffic to utilize the maximum efficiency of their plant, which, like any mass production machine, reaches its greatest efficiency when used to capacity.

Recent technological advances, he said, not only improved the flexibility of the railroad system, but, more importantly, permitted savings which have enabled the carriers to prevent rates from climbing as rapidly as have general prices. "Were it not for these gains in efficiency," he declared, "the impact of higher wage rates, material prices and taxes—when added to the expense of many changes of working rules and regulations—would have thrown the industry into almost wholesale bankruptcy."

Broken Rail Caused Feb. 2 Accident Near Fredonia, Wis.

An Interstate Commerce Commission report by Commissioner Patterson has found that a broken rail caused the February 2 derailment of a Chicago, Milwaukee, St. Paul & Pacific passenger train near Fredonia, Wis., where one passenger was killed and 98 persons were injured. The latter included 88 passengers, 2 railway mail clerks, and 8 railroad employees.

The accident occurred 2 mi. east of Fredonia, which is on that part of the Milwaukee's Superior division between Green Bay Shops, Wis., and North Milwaukee—104 mi. of single-track line over which trains are operated by time-table, train orders and a manual-block system. The derailment occurred on a tangent stretch of track laid in a cut.

As described in the commission's report, the track structure consists of 90-lb. cropped rail, 30 ft. 10 in. in length, rolled in 1919 and relaid in its present location in 1935 on an average of 20 treated ties to the rail. It is "fully" tie-plated, single-spiked, provided with 4-hole, 24-in. joint bars, and an average of five rail anchors per rail length. It is ballasted with gravel to a depth of about 15 in.

The train involved was the Milwaukee's No. 14, an eastbound first-class passenger train consisting of a steam locomotive of the 4-6-2 type and six all-steel cars in this order: 1 mail-express car, 3 coaches, 1 lounge-diner, 1 parlor car. It was traveling at about 63 m.p.h., its speed limit having been 65 m.p.h. The accident occurred about 7:19 p.m. when the weather was clear.

The front driving-wheels of the locomotive, the rear truck of the first car and the second to sixth cars, inclusive, were derailed. The derailed cars stopped in various positions along the track, separations occurring between the first and second, the third and fourth, and the fourth and fifth cars. The three coaches and the lounge-diner were "badly damaged," while the other two cars were "considerably damaged." Meanwhile, the

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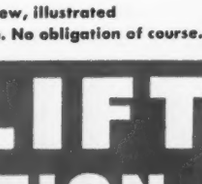

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locomotive was rerailed at a rail-highway grade crossing 404 ft. east of the point of the accident.

The commissions investigation disclosed that the train's brakes had functioned properly. Also, that "prior to the time the accident occurred, the engine and the cars were riding smoothly and there was no indication of defective equipment or track, nor of any obstruction having been on the track."

The rail involved was broken into many pieces, 12 of which were recovered. The first break was 3.15 ft. from the rail's receiving end, while the second was 3.25 ft. further along. The others came along in succession, the last of them taking off the rail's leaving end. "There was no indication of a transverse fissure or other defect in the rail," the report said.

From their examination of the recovered pieces of rail and scorings on the left No. 1 driving wheel of No. 14's locomotive, the commission investigators concluded that break No. 2 (between tie locations) had occurred before that train passed over the rail. When No. 14 entered upon the rail, break No. 1 occurred, the report suggested, adding that "apparently, the piece of rail between breaks Nos. 1 and 2 was displaced by the left No. 1 driving wheel and then the derailment occurred."

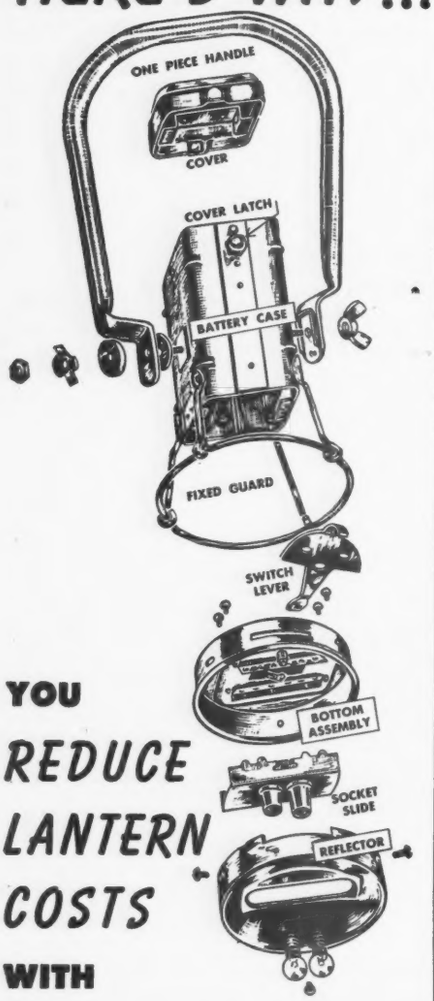
The track in the vicinity was last inspected by the section foreman about 9 hrs. prior to the accident, and "no defective condition was observed," the report also said. It added: "The crew of an eastbound freight train, which passed this point about 3 hrs. 30 min before the accident occurred, observed no defective condition of the track. A rail-defect detector car was last operated over this territory on September 12, 1949, at which time no defective condition of the rail involved was indicated. A chemical analysis of the rail disclosed that its composition was in accordance with specifications in effect at the time of its manufacture."

Waybill Studies

Two additional waybill studies have been issued by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission. One is Statement No. 5014, covering "all terminations in 1948" in commodity classes 601 through 697 of the Manufactures and Miscellaneous group. The tabulations show traffic and revenue, by commodity class, territorial movement, length of haul (short line) and type of rate.

The other is Statement No. 5018, Distribution of Petroleum Products by Petroleum Administration Districts. "This statement," the bureau explained, "is partially a revision of Statement No. 4949 which covered the first two quarters of 1949 and is issued to correct several typographical errors that appeared in the former release as well as to present data for the third quarter of 1949."

HERE'S WHY...



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Current Publications

BOOKS

The Cost and Financing of Social Security, by Lewis Meriam and Karl Schlotterbeck, with a chapter on Veterans' Benefits by Mildred Maroney. 193 pages. Published by the Brookings Institution, 722 Jackson pl., N.W., Washington 6, D. C. $3.

In recent years attention has been increasingly given to security of the individual —with the federal government providing protection against the unforeseen accidents and hazards of life. The national administration has advanced proposals for a great extension of the social security system—introduction of compulsory health insurance; inclusion of both permanent and temporary disability benefits in the old-age and survivors insurance system; an extension of coverage with an increase in the benefits of that program; and a broadening of federal participation in public assistance. In the literature disseminated by the administration the glowing accounts of the possible benefits have distracted the public mind. This book surveys the programs recommended, as well as those now existing; the benefits involved; and the rapidly growing burden of costs. The authors show how these proposed welfare plans would ultimately have to be paid for, and analyze the insurance mechanism employed in supplying benefits for old-age, survivors, and disability. The objective of the study is to focus attention on the magnitude of the expanding costs, and the problems involved in financing them, and to raise the question as to whether a safer and better system could readily be devised.

Sixty-Second Annual Report on Statistics of Railways in the United States, for the Year Ended December 31, 1948. Prepared by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. 617 pages. Available from Government Printing Office, Washington 25, D. C. $3.25.

Contains extensive railway statistics, including figures on roadway and track, equipment, traffic, operation, employees, fuel, accidents, revenues, expenses and taxes, income and earned surplus, dividends and interest, balance sheet, investment in road and equipment, capitalization, and receiverships and trusteeships. In addition to these statistics which cover the industry as a whole, there are also detailed statistics on individual carriers, and on the Pullman Company, express companies, the Railway Express Agency, electric railways, carriers by water, oil pipe lines, motor carriers, freight forwarders and private car owners.

Modern Locomotive Classes, by Brian Reed. 64 pages, illustrations, drawings. Published by the Locomotive Publishing Company, 88 Horseferry Road, Westminster, S.W. 1, London, England. 7s/6d.

After the war, when British railways were faced with the necessity for heavy replacements of equipment, schemes of standardization were drawn up, or brought up to date, with the result that it was found possible, as well as desirable, to cover all traffic requirements of each system with a dozen or fewer standard classes of locomotives. In this book these classes are described briefly, as are other principal modern classes which are likely to give some more years of useful service on railways in the British Isles. Each description is accompanied by an illustration and an elevation drawing.

PERIODICAL ARTICLE

How the Railroads Get New Plants "On Line," by William J. Duchaine. Railway Progress, April, 1950, pages 28-33. Published by the Federation for Railway Progress, 1430 K st., N. W., Washington 5, D. C.

An interesting account of methods used, and the trouble to which railroads go, in order to locate new industries on their lines.

PAMPHLETS

Quiz on Railroads and Railroading. 64 pages, illustrations. Published by the Association of American Railroads, Transportation bldg., Washington 6, D.C. Free.

A handy booklet providing in ready and convenient form the answers to many questions which are frequently asked about American railroads, their history, physical properties, operations, accomplishments, and the role they play as transportation agencies, as fields of investment, as employers, as purchasers of the products of industry, and as taxpayers. First issued in 1940, the popularity of the booklet has increased with the passing years; it is now in its seventh edition, and contains the latest available information on a wide range of railway topics.

The A.A.R. has also issued *Quiz, Jr.*, a pocket-size, 31-page booklet, containing many of the same type of questions and answers as appear in the regular *Quiz*, but designed especially for the use of young people.

The Railways of Iran, by Joseph I. Touchette. 4 pages, map. Issued by the Office of International Trade, United States Department of Commerce. Available from the Government Printing Office, Washington 25, D. C. 5 cents.

Outlines the development of railways in Iran, and describes the building and present status of each of the lines. New construction, amount of rolling stock, and adequacy of railway service are noted, as is the operation of the lines by British and American troops during the recent war.

More Profit for Merchants of the Middle West in Modern B.&O. Bituminous for Space Heating . . . for Domestic Heating. 11 pages, illustrations, map. Published by the Baltimore & Ohio, Baltimore, Md. Free.

This booklet contains detailed descriptions of B.&O. coals from seams economically available to the middle west. It has been issued in connection with the railroad's traveling coal exhibit, mention of which was made in the *Railway Age* of February 25, page 57, and March 4, page 63.

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